

# GRAIN DEALERS JOURNAL

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# Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

## AMARILLO, TEX.

Early Grain & Elevtr. Co., whol. grain, hay, seeds.  
Plains Grain Co., E. S. Blasdel, grain, field seeds.

## ATCHISON, KANS.

Blair Elevator Co., receivers and shippers.\*

## ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.\*

## AUGUSTA, GA.

Lamb & Hollingsworth, flour, grain, provisions.\*

## BALTIMORE, MD.

Chamber of Commerce Members.

Blackburn & Co., C. P., grain recvrs., exporters.\*  
Dennis & Co., grain merchants.\*  
England & Co., Chas., grain, hay.\*  
Fahey & Co., John T., gr'n receivers & expts.\*  
Gill & Fisher, receivers and shippers of grain.\*  
Hammond, Snyder & Co., Inc., receivers, expts.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Herzer & Son, Gustav, grain, seeds, hay.\*  
Jones & Co., H. C., grain and hay.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Steen & Bro., E., hay and grain.\*

## BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.  
Hasenwinkle Grain Co., grain brokers.  
O'Neil & Gyles, grain brokers.

## BOSTON, MASS.

Chamber of Commerce Members.

Benzaquin, Matthew D., grain brokerage, com'n.\*  
Littlefield Co., Henry, commission merchants.  
McLean Alpine Co., The, grain and hay.\*  
Ranlet Co., The D. W., grain and mill feed.

## BOURBON, IND.

Delp Grain Co., E. E., grain and mill feed.

## BUFFALO, N. Y.

Corn Exchange Members.

Alder-Stofer Grain Co., grain commission.\*  
Buffalo Cereal Co., grain.\*  
Burns Grain Co., grain commission.\*  
Churchill Grain & Seed Co., buyers, shippers.\*  
Doorty-Ellsworth Co., Inc., brokerage & commis'n.  
Eastern Grain Co., receivers & shippers of grain.\*  
Electric Elevtr. & Mfg. Co., recvrs. and shippers.\*  
Harold, A. W., grain, barley a specialty.  
Heathfield & Co., Inc., W. G., strictly commission.  
Heinold, John G., grain and feed.  
H. O. Company, manufacturers of cereals.\*  
Irwin, Dudley M., barley.  
Lewis Grain Co., salvage & sample grade grain.  
Pierce, Geo. E., Wheeler elevators.\*  
Ratcliffe, S. M., consignments solicited.  
Seymour Grain Co., commission merchants.  
Townsend-Ward Co., grain commission.\*  
Urmston-Harting Grain Co., grain commission.\*

## BUSHNELL, ILL.

Cole, G. W., grain broker.

## CAIRO, ILL.

Board of Trade Members.

Antrim & Co., H. S., receivers and shippers.\*  
Halliday Elevator Co., corn, oats.\*  
Hastings Co., Samuel, receivers and shippers.  
Magee Grain Co., grain.\*  
Thistlewood & Co., grain and hay.

## CEDAR RAPIDS, IA.

Cedar Rapids Grain Co., receivers and shippers.

## CHAMPAIGN, ILL.

Baldwin & Co., H. I., grain brokers.  
Edwards, A. H., grain broker.  
Johnson & Co., C. E., grain brokers.

## CHICAGO, ILL.

Board of Trade Members.

Anderson & Co., W. P., grain commission mchts.  
Armour Grain Co., grain buyers.\*  
Bailey & Co., E. W., grain commis'n merchants.\*  
Barrell & Co., Finley, grain, stocks, provisions.\*  
Bennett & Co., Jas. E., commission merchants.\*  
Brennan & Carden, grain and seeds.  
Carhart Code Harwood Co., grain commission.\*  
Cowan Co., W. S., commission, grain and seeds.  
Delany, Frank J., grain commission.  
Dole & Co., J. H., grain and seeds.\*  
Fitch & Co., Walter, W. K. Mitchell, Mgr.\*  
Freeman & Co., Henry H., grain, hay, straw.  
Gerstenberg & Co., grain, seeds.\*  
Hoit & Co., Lowell, commission, grain and seeds.  
Hooper Grain Co., receivers, shippers.\*  
Lamson Bros. & Co., consignments solicited.\*  
Lipsey & Co., grain commission.\*  
McKenna & Rodgers, commission merchants.\*  
Merritt Co., W. H., grain, seeds.\*  
Mumford & Co., W. R., grain, hay, millstuffs.\*  
Nash-Wright Grain Co., grain, prov., seeds.\*  
Norris & Co., grain merchants.\*  
Nye & Jenks Gr. Co., commission merchants.  
Paynter, H. M., grain and field seeds.  
Perrine & Co., W. H., grain and commission.

## CHICAGO—Continued.

Press & Co., W. G., grain, provisions, stocks, etc.  
Quaker Oats Co., buyers of grain.  
Quinn, Geo. B., grain commission.  
Rang & Co., Henry, grain commission.  
Rogers & Bro., H. W., grain and seeds.  
Rogers Grain Co., buyers and shippers.  
Rosenbaum Bros., receivers, shippers.\*  
Rosenbaum Grain Co., J., receivers and shippers.  
Rothschild Co., D., barley and malt.  
Rothschild Co., The Moses, general grain com'n.  
Rumsey & Company, grain commission.\*  
Sawers Grain Co., grain commission.\*  
Schiffelin & Co., F. H., commission.\*  
Sincere & Co., Chas., N. Y. stocks, Chicago grain.  
Shaffer & Co., J. C., grain merchants.\*  
Somers, Jones & Co., grain and field seeds.\*  
Thayer & Co., Clarence H., commission.  
Updike Commission Co., grain commission.\*  
Vehon & Co., M. L., grain commission.  
Wagner Co., E. W., receivers and shippers.\*  
Ware & Leland, grain seeds.

## CINCINNATI, O.

Chamber of Commerce Members.

Allen & Munson, grain, hay, flour.\*  
Blumenthal, Max, grain, barley a specialty.\*  
Brown & Co., W. L., consignments.  
Cincinnati Grain Co., commission merchants.  
Ellis & Fleming, grain and hay commission.\*  
Emrick Co., The C. S., grain, hay, feed.  
Fitzgerald Bros. Co., strictly commission.\*  
Gale Bros. Co., grain, hay, feed.\*  
Granger & Starry Grain & Hay Co., gr. and hay.  
Gray, Ralph, receiver and shipper.  
Union Gr. & Hay Co., grain buyers & commiss'n.\*  
Van Leunen & Co., Paul, consignments.\*  
Whitcomb & Root, grain, hay, millfeed.

## CLARKSBURG, W. VA.

Alexander Brokerage Co., H. C., grain, hay brokers.

## CLEVELAND, O.

Abel Bros., hay, grain, feed.  
Bailey, E. I., grain and millfeed.\*  
Cleveland Grain Co., The, receivers and shippers.\*  
Gates Elevator Co., receivers and shippers.\*  
Kemper, J. F., grain, hay and millfeed.  
Sheets Bros. Elevtr. Co., The, grain, hay, straw.  
Shepard, Clark & Co., grain, hay and straw.  
Star Elevtr. Co., receivers, grain, hay, straw.\*  
Strauss & Co., H. M., grain, seeds, hay, straw.\*

## COLORADO SPRINGS, COLO.

Seldomridge Grain Co., grain dealers.

## COLUMBUS, O.

Buckeye Grain & Mfg. Co., grain, hay & feed.

## DAVENPORT, IOWA.

Davenport Elevtr. Co., receivers and shippers.\*  
Griffith Grain Co., grain merchants.  
Hutton, Collins & Frenzel, grain brokers.  
Interior Grain Co., buyers and sellers of grain.

## DECATUR, ILL.

Smith & Co., F. P., grain brokers.

## DENVER, COLO.

Board of Trade Members.

Ady & Crowe Mercantile Co., grain, hay.\*  
Longmont Farmers Mill & Elevtr. Co., flour, grain.

## DES MOINES, IA.

Des Moines Elevator Co., receivers and shippers.  
Lockwood Grain Co., B. A., grain & millfeeds.\*  
Squires Grain Co., S. E., grain merchants.\*  
Taylor & Patton Co., buyers and shippers.\*  
Wright & McWhinney, grain com'n merchants.

## DETROIT, MICH.

Board of Trade Members.

Dumont, Roberts & Co., receivers, shippers.\*  
H. M. Hobart & Son, grain, hay, millfeeds.\*  
Lapham & Co., J. S., recvrs. & shippers of grain.\*  
Caughey-Swift Company, grain buyers.\*  
Simmons & Co., F. J., grain, hay and straw.\*

## DULUTH, MINN.

Johnson-Olson Gr. Co., grain commission.

## FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., receivers, shippers.  
King-Douglas, W., grain, feedstuff & brokerage.  
Kolp, E. R. & D. C., grain and seed dealers.\*  
Werner Wilkens Grain Co., receivers & shippers.

## FRANKFORT, IND.

Frank & Co., Wm., grain brokers.\*

## GALVESTON, TEX.

Board of Trade Members.

Fordtran, J. S., grain commission merchant.  
Jokusch, Davidson & Co., grain, hay, exporters.  
Wisnold Grain Co., wholesale grain elctr., facilities.

## GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

## INDIANAPOLIS, IND.

Board of Trade Members.

Belt Elevtr. & Feed Co., receivers and shippers.  
Boyd, Bert A., Indianapolis commission man.\*  
Files-Thomson Co., field seeds & grain.  
Jordan and Company, wholesale grain.  
Kinney Grain Co., H. E., receiver and shipper.\*  
Minor, B. B., grain consignments solicited.  
Mutual Grain Co., grain commission.\*  
Reliance Grain Co., recvrs. & ship's hay & grain.  
Shotwell & Co., C. A., grain, flour, feed.  
Witt, Frank A., grain commission & brokerage.

## JACKSON, MICH.

Stockbridge Elevator Co., grain, beans, hay.

## KANSAS CITY, MO.

Board of Trade Members.

Barrett Grain Co., grain commission.  
Beach Grain Co., grain commission.\*  
Benton Grain Co., screenings and seeds.  
Clay Grain Co., F. B., grain commission.\*  
Croysdale Grain Co., grain commission.  
Davis & Co., A. C., grain commission.\*  
Denton Kuhn Gr. Co., consignments.\*  
Ernst-Davis Grain Co., commission.\*  
Fisher Com. Co., E. D., grain commission.\*  
Fisher Gr. Co., C. V., receivers & shippers of gr.\*  
Fox-Miller Grain Co., receivers and shippers.  
Goffe & Carkner, recvrs. and shprs. of grain.\*  
Hinds Grain Co., The, receivers, shippers.  
Houston-Stroud Grain Co., cash & futures, grain.  
Logan Bros. Grain Co., grain commission.\*  
Lonsdale Grain Co., grain merchants.\*  
Moffatt Commission Co., grain.\*  
Moore-Seaver Grain Co., receivers and shippers.\*  
Moore-Lawless Grain Co., grain receivers.\*  
Morrison Grain Co., grain merchants.  
Nicholson Gr. Co., W. S., grain commission.\*  
Norris Grain Co., grain merchants and exporters.  
Roehen Grain Co., E. E., grain, flour, millfeed.\*  
Russell Grain Co., hay our specialty.  
Shannon Gr. Co., consignments solicited.\*  
Steele & Co., H. H., grain and seeds.\*  
Terminal Elevators, receivers, shippers.\*  
Thresher Fuller Grain Co., grain commission.\*  
Vanderslice-Lynds Co., grain commission.\*

## KENTLAND, IND.

McCray, Morrison & Co., track buyers.\*

## KOKOMO, IND.

Dutchess, Owen A., grain broker & track buyer.  
Farnsworth, F. H., grain broker and track buyer.

## LA FAYETTE, IND.

Heinmiller, F. G., track buyer of grain.

## LINCOLN, NEB.

Frost, L. W., grain broker.

## LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Grain Co., recrs. & shprs. grain.\*  
Callahan & Sons, receivers and shippers of grain.\*  
Edinger & Co., grain, hay, flour.  
Fruechtenticht, Henry, hay, grain, mill products.  
Thomson & Co., W. A., corn, oats and rye.

## LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.

## MEMPHIS, TENN.

Merchants Exchange Members.

Brown & Co., W. P., wholesale grain & hay.\*  
Buxton, E. E., broker and commission merchant.  
Clark, Burkle & Co., grain & hay dealers.  
Davis & Andrews Co., grain dealers.\*  
Horton & Co., J. B., grain & hay commission.  
Scruggs-Robinson Co., brokers & com. merchants.  
U. S. Feed Co., corn, oats, hay, consignments.  
Webb & Maury, grain and hay.\*  
Wyatt, E. W., grain, hay and millfeed broker.

## MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.\*

## MIDDLE POINT, O.

Pollock Gr. Co., trk. byrs., ear corn, oats, straw.

## MILWAUKEE, WIS.

Chamber of Commerce Members.

Bartlett & Son Co., L., grain commission.\*  
Donahue-Stratton Co., grain dealers.\*  
Ellsworth, B. G., grain consignments.  
Hadden Co., E. G., grain commission mchts.\*  
Johnstone & Templeton, grain commission.  
Kamm Company, P. C., barley and rye.\*  
Lauer & Co., J. V., grain commission.  
Owen & Co., O. C., grain commission merchants.  
Owen & Brother Co., grain commission.  
Rankin & Co., M. G., shippers, corn, oats, barley.  
Rialto Elevtr. Co., grain receivers & shippers.  
Stacks & Kellogg, grain merchants.



# Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

## MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Benson-Newhouse-Stabeck Co., grain commission.\*  
Brown Grain Co., grain commission.\*  
Carter, Sammis & Co., grain commission.  
Cereal Grading Co., grain merchants.  
Davies & Co., F. M., grain commission.\*  
Getchell-Tanton Co., grain commission.  
Gould Grain Co., grain merchants.  
Hankinson & Co., H. L., grain commission.  
Malmquist & Co., C. A., grain commission.  
Marfield Grain Co., grain commission.\*  
McCaull Dinamore Co., consignments solicited.\*  
McDonald & Wyman, grain commission.\*  
Poeblie Company, H., grain commission.\*  
Quinn Shepherdson Co., grain commission.\*  
Stair, Christensen & Timmerman, gr. commission.\*  
Turle & Co., grain commission.\*  
Van Dusen-Harrington Co., grain merchants.\*  
Welch Co., E. L., grain commission.\*  
Wyman & Co., C. C., grain commission.\*  
Zimmerman, Otto A., barley specialist.\*

## MOBILE, ALA.

Kimbrough Co., E. H., grain buyers.\*

## NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

## NEW CASTLE, PA.

Hamilton, C. T., hay, straw, grain, millfeed, pro.

## NEW YORK CITY.

Produce Exchange Members.

Brandt, Robert G., grain broker.\*  
Forbell & Co., L. W., grain commission.\*  
Kensch & Schwartz Co., oats, corn, wheat.  
Robinson, G. B., Jr., grain and millfeeds.  
Yellowlee, R. A., & Co., grain commn. mchts.\*

## NORFOLK, VA.

Cofer & Co., J. H., wholesale grain.  
LeGrand & Burton, grain and hay brokers.\*

## NORTH MANCHESTER, IND.

Kinsey Bros., grain, hay & seed merchants.

## OKLAHOMA CITY, OKLA.

Kolp, E. R. & D. C., grain and seed dealers.

## OMAHA, NEB.

Grain Exchange Members.

Overs Elevator Co., receivers and shippers.\*  
Oswell Elevator Co., receivers, shippers.\*  
Holmquist Elevator Co., receivers and shippers.\*  
Huntley, E. E., broker.  
Iowa Elevator Co., receivers and shippers.  
Kern, C. E., grain broker.  
McCaull-Dinamore Co., grain.  
Marriam Commission Co., consignments.  
Omaha Elevator Co., receivers, shippers.\*

## OMAHA—Continued.

Saunders-Westrand Co., receivers and shippers.  
Thresher, E. R., grain broker.  
United Grain Co., grain commission.  
Uddike Grain Co., grain commission.  
Weekes Grain Co., receivers and shippers of grain.

## PEORIA, ILL.

Board of Trade Members.

Arnold & Co., F. W., grain consignments solicited.  
Bowman & Co., Geo. L., grain commission.  
Buckley, Pursley & Co., grain and seeds.\*  
Dewey & Sons, W. W., grain commission.\*  
Grier & Co., T. A., grain commission.\*  
Miles, P. B. & C. C., grain commission.\*  
Mueller Grain Co., receivers and shippers.\*  
Rumsey, Moore & Co., grain receivers.\*  
Tyng, Hall & Co., grain commission.\*

## PHILADELPHIA, PA.

Commercial Exchange Members.

Baringer, M. F., grain and millfeed.\*  
Delp Grain Co., E. E., grain and millfeeds.\*  
Dunwoody Co., E. L., flour, grain, feed.\*  
Lemont & Son, E. K., hay, grain, millfeed.\*  
Pultz & Co., J. E., grain, seeds, hay.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Richardson, Edw. M., grain and feeds.\*  
Standard Hay & Grain Co., grain, hay & straw.  
Stites, A. Judson, grain and millfeed.

## PIQUA, OHIO.

Kress Co., The Harry W., trk. buyers, gr. & hay.\*

## PITTSBURG, PA.

Members Grain and Hay Exchange.

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Elwood & Co., R. D., hay and grain.\*  
Foister, C. A., grain, hay, feed.\*  
Geldel & Dickson, grain and hay.\*  
Hardman & Heck, grain, hay and millfeed.\*  
Heck & Co., W. F., grain, hay and millfeed.\*  
Herb Bros. & Martin, grain and hay.\*  
Mahood Hay & Grain Co., hay, corn & oats.\*  
McCaffrey's Sons Co., Daniel, hay, gr'n, millfeed.\*  
McCague, R. S., grain, hay.\*  
Seavey & Clark, grain, hay & millfeed.\*  
Smith & Co., J. W., grain, hay, feed.\*  
Stewart, D. G., & Geldel, grain, hay and feed.\*  
Walton Co., Sam'l, grain and hay.\*

## PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.  
Worth, W. A., cash grain.

## PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain, hay & feed.

## RICHMOND, VA.

Adams Gr. & Prov. Co., grain, feeds, seeds.  
Beveridge & Co., S. T., grain, hay, feeds, seeds.  
Southern Brokerage Co., grain, hay, feeds & seeds.

## SIOUX CITY, IOWA.

Board of Trade Members.

Fields & Slaughter Co., grain, hay and feed.  
Flanley Grain Co., grain commission.  
Iowa-Dakota Gr. Co., grain & com. merchants.

## SIOUX FALLS, SO. DAK.

German Grain Co., buyers and shippers.

## ST. JOSEPH, MO.

Gordon Comm. Co., T. P., grain dir. and broker.\*

## ST. LOUIS, MO.

Merchants Exchange Members.

Bushfield & Co., J. A., grain brokers.  
Elmore Schultz Gr. Co., revrs. & shprs. grain.  
Goffe & Carkner Co., grain commission.\*  
Graham & Martin Grain Co., grain commission.\*  
Green Commission Co., W. L., grain.\*  
Jones-Wise Com. Co., grain, hay and seeds.\*  
Langenberg Bros. & Co., grain commission.\*  
Morton & Co., grain, hay and seeds.  
Nanson Commission Co., grain commission.\*  
Picker & Beardsley Com. Co., grain & grass seed.\*  
Toberman, Mackey & Co., consignments solicited.\*  
Turner Grain Co., grain commission.

## STREATOR, ILL.

Mills & Clifford, grain merchants.

## TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.\*

## TOLEDO, O.

Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.\*  
Goemann Grain Co., grain buyers.\*  
King & Co., C. A., grain, clover, seed.\*  
Paddock-Hodge Co., The, receivers & shippers.  
Rundell & Co., W. A., grain and seeds.\*  
Southworth & Co., grain and seeds.\*  
Wickenhiser & Co., John, revrs. & shippers of gr.  
Zahn & Co., J. F., grain, seeds.\*

## TRINIDAD, COLO.

Bancroft-Marty Feed & Produce Co., hay & grain.

## WASHINGTON, D. C.

Craig, J. V., hay and grain broker.\*

## WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., shippers.

## WINFIELD, KANS.

Hayes & Co., John, wholesale grain.

## WINNIPEG, MAN.

Matheson Lindsay Grain Co., grain commission.  
Richardson & Sons, Ltd., James, grain shippers.

\*Members Grain Dealers National Association.

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GRAIN DEALERS JOURNAL 315 So. La Salle St., CHICAGO ILLINOIS

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KANSAS CITY, MO.

R. J. THRESHER, Pres. L. A. FULLER, Secy.

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AND OATS MARKET

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*Announcement later.*

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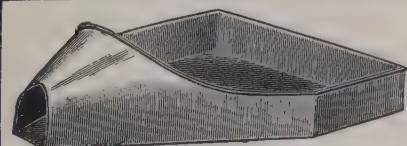
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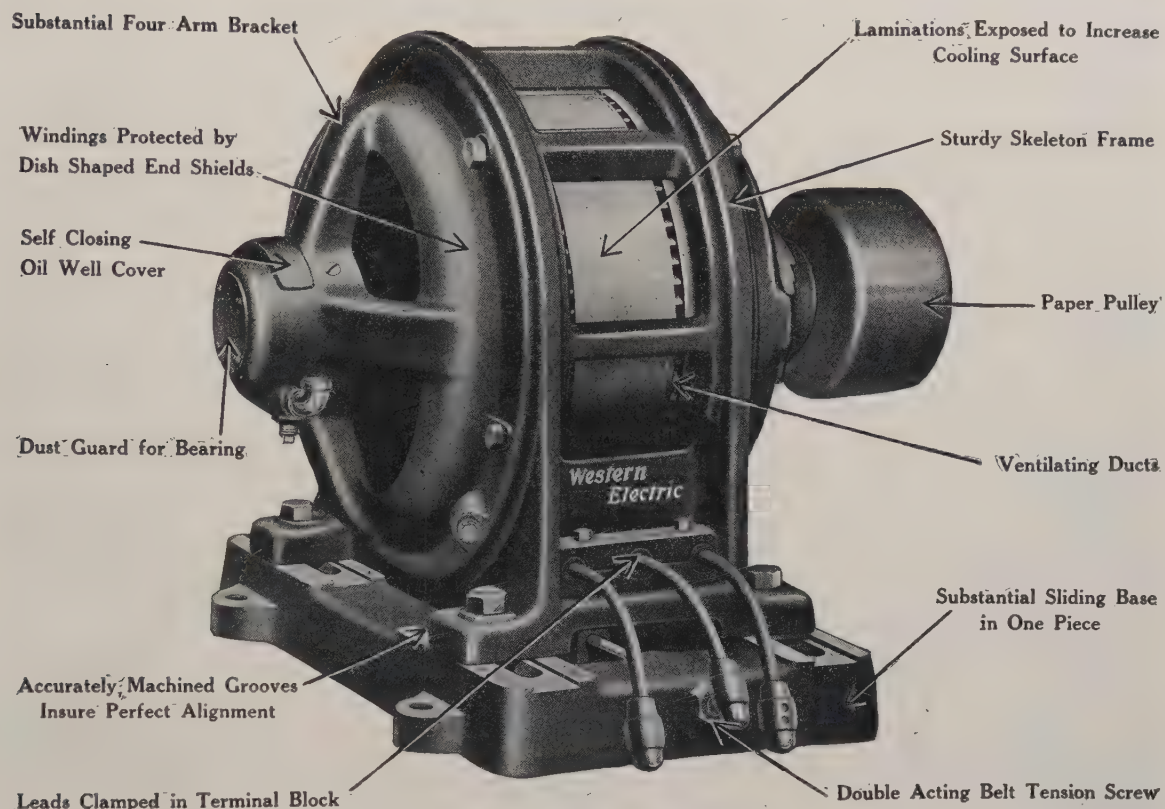
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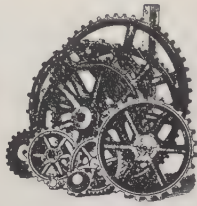
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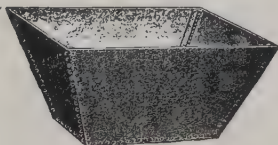
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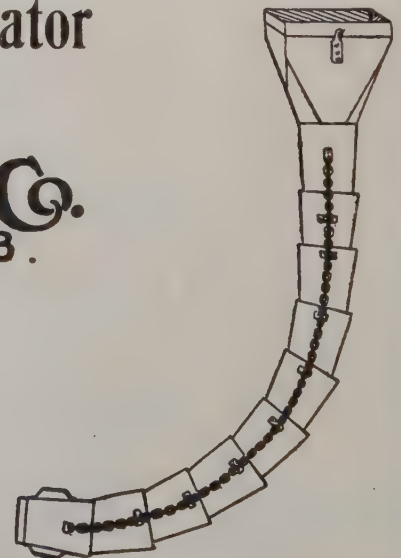
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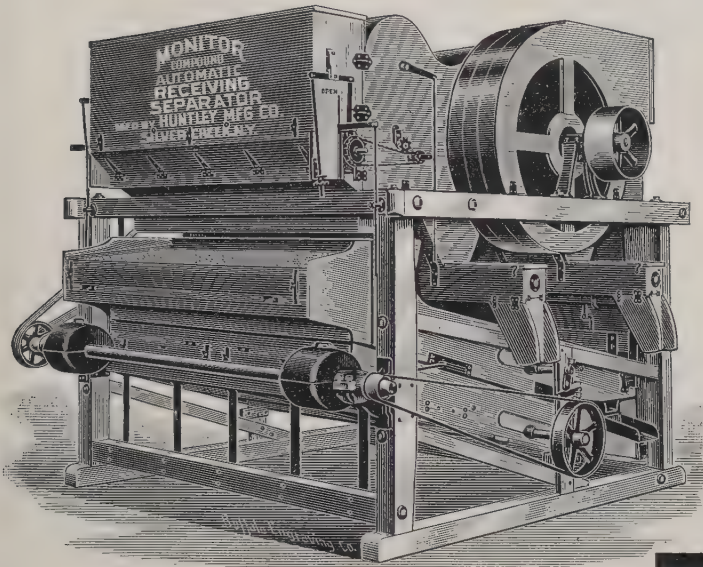
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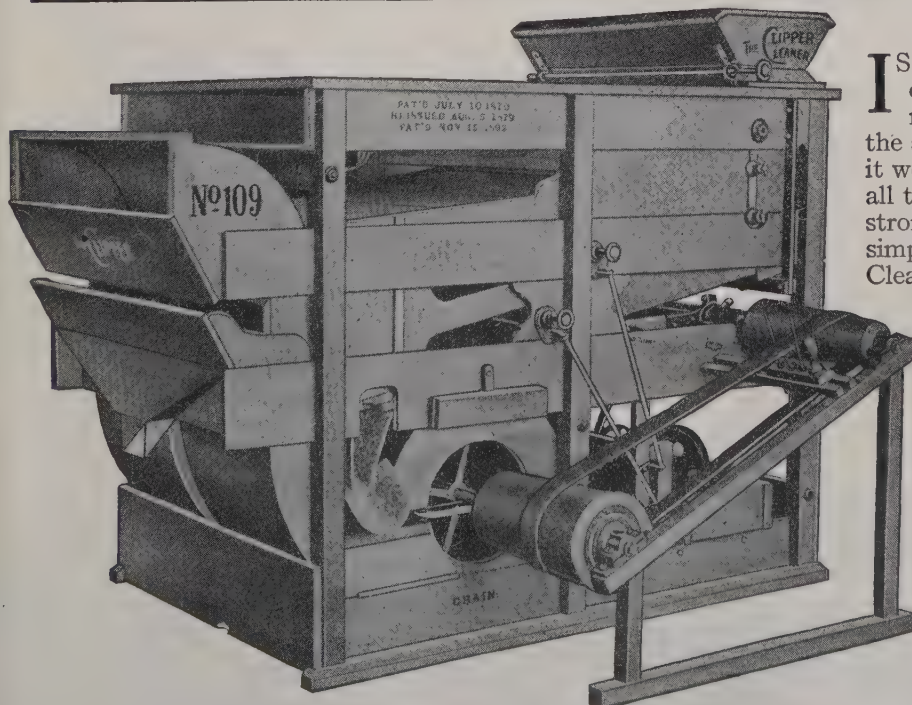
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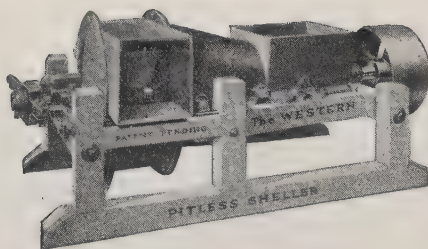
## The No. 109 Clipper Cleaner



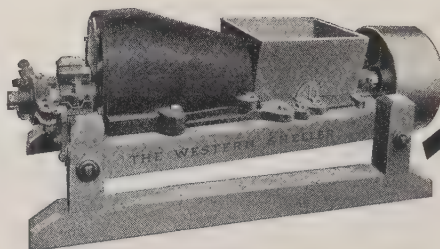
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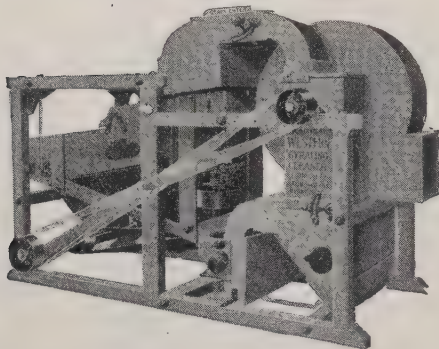
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"Western" Gyrating Cleaner

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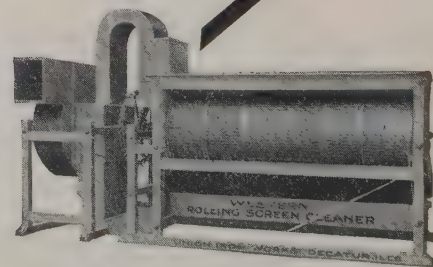
are most essential to the maintaining of a high standard of grain handling rapidity, economy and general efficiency. To re-equip or improve with machinery or appliance of doubtful character or unproven quality, is a mistake no Progressive Grain Dealer can afford to make. The far-into-the-future results of a careful and judicious selection now, cannot be measured by dollars and cents. The purchase of "Western" equipment is the best accumulative investment possible.

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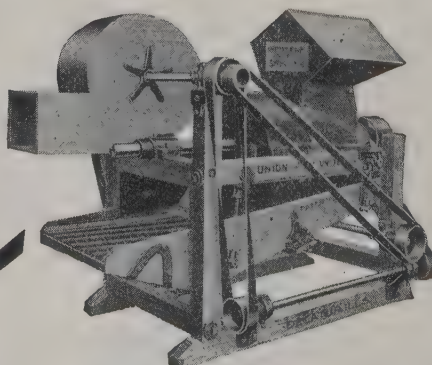
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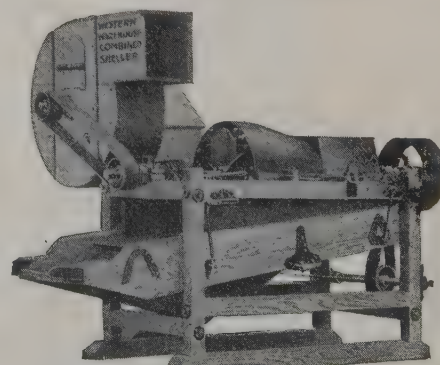
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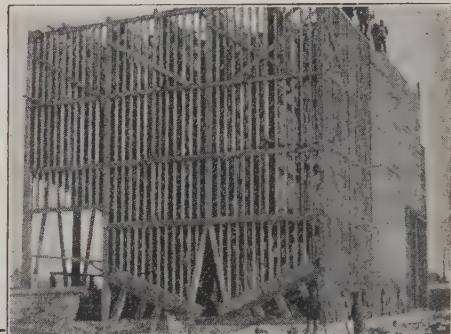
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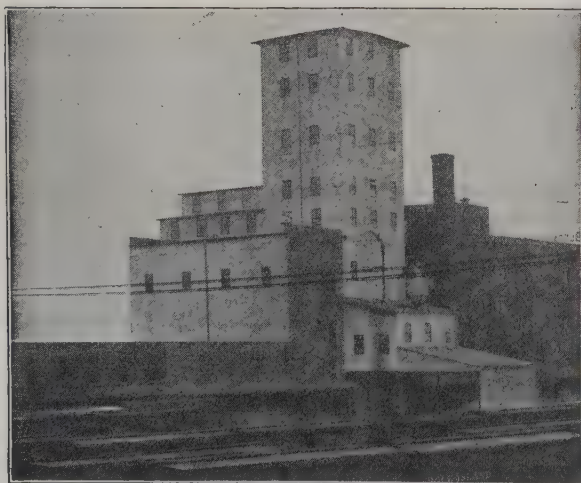
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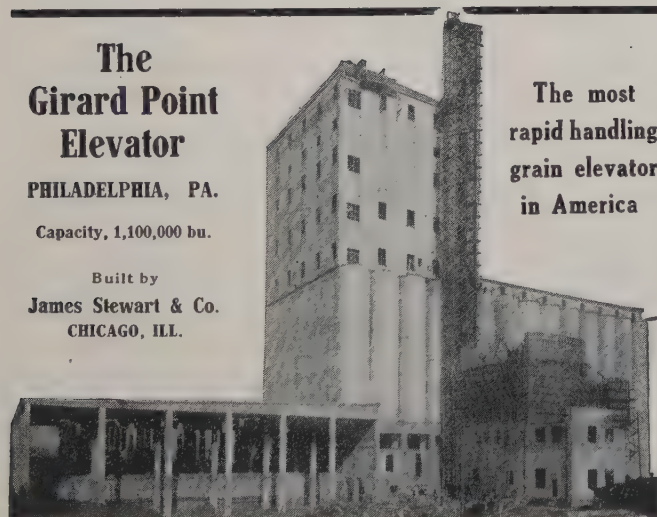
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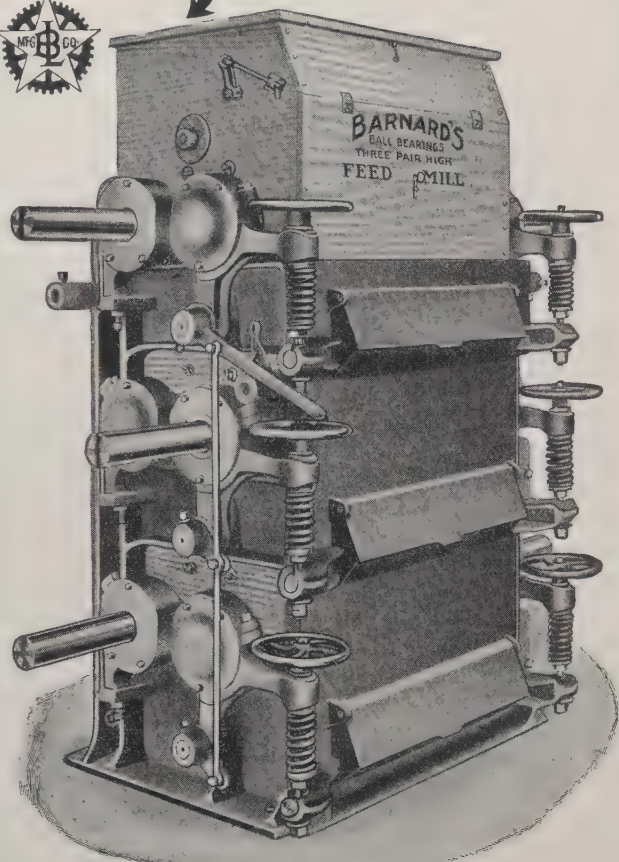
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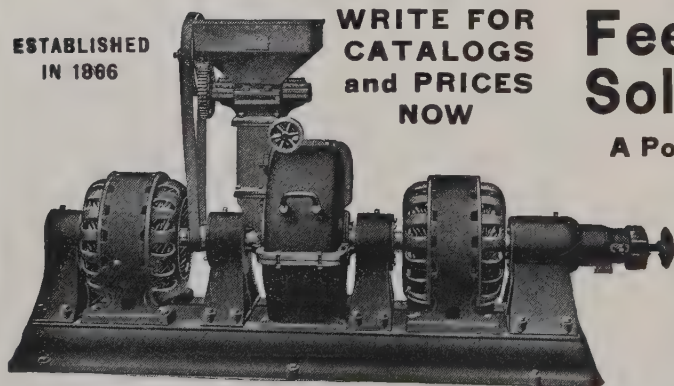
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**GROW HEALTHY STOCK**

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog and folder about the value of different feeds and manures.

The N. P. BOWSHER CO.  
South Bend, Ind.



**A perfect belt to drive that feed mill**

Feed mills require much power at very high speed, thus small pulleys and short centers are desired.

### Peerless-V-Belt

operates at high speed on short centers, without lubrication or noise. The abundance of slack assures freedom from pressure on bearings. These belts are not affected by moisture, dirt or dust, and are always clean.

Principle of wedge utilized assures a non-slipping belt.

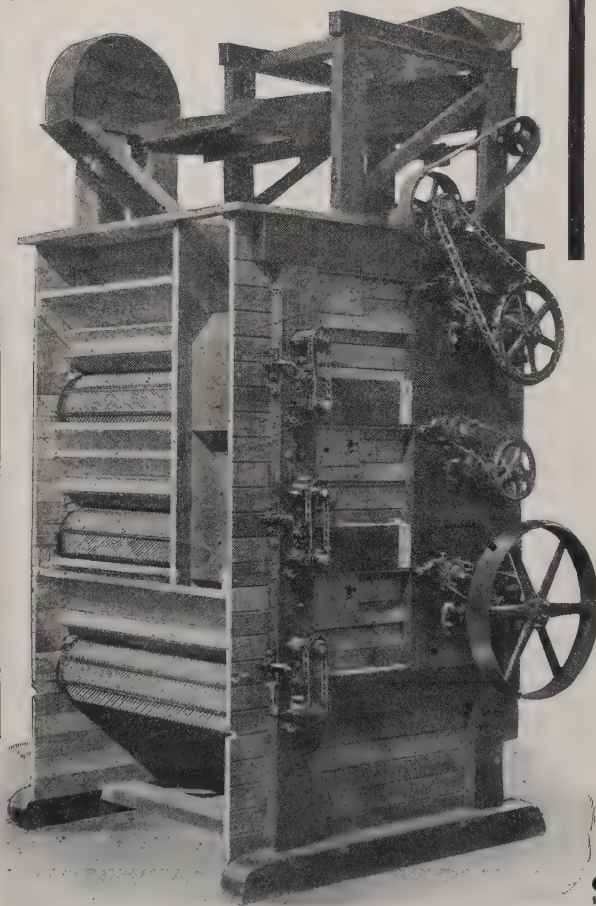
Write for more about this belt, in Book 115. Let us tell you what it has done.

**PEERLESS-V-BELT COMPANY**  
Chicago Cedar Rapids New York

### A PARTNER

HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain trade's accepted medium for "wanted" and "for sale" ads.



**TO  
KNOW  
THEM  
IS TO  
WANT  
THEM**

**To  
Have  
Them  
Is to Be  
Sure Of  
Perfect  
Separations**

## RICHARDSON Oat Separators

We have a very liberal thirty-day offer to make you. Ask us for it, today.

**Grain Separator Co.**  
Sparta, Wis. Winnipeg, Canada P. O. BOX 726



**"SAFETY FIRST" MANLIFT****THE MANLIFT  
WITH NO REGRETS**

Users consider our "NEW ERA" MANLIFTS to be the best—always reliable. We also make

HAND ELEVATORS  
POWER ELEVATORS  
DUMBWAITERS  
INVALID HOISTS or  
HOUSE ELEVATORS, ETC.

Write for Information.

**NEW ERA ELEVATOR & MFG. CO.**

SIDNEY, OHIO

Mention this paper.

**SUCCESS  
SAFETY MAN LIFT**

ATTENTION,  
ELEVATOR CONTRACTORS!

Write us for our Special  
Proposition for 1913

DO IT NOW

**HASTINGS**

Foundry & Iron Works  
HASTINGS NEBR.

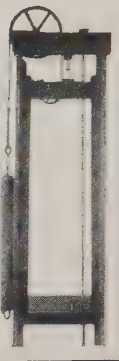
**The Van Ness Safety  
Roller Bearing Manlift**

Is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.

Has wire cable and cotton hand line. Sold on 30 days trial. Write for circulars and prices.

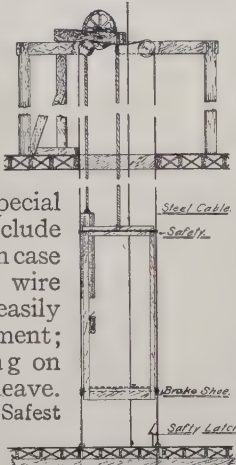
Manufactured and for sale by

**R. M. Van Ness  
Construction Company**  
Fairbury, Nebr., and Lincoln, Nebr.

**The BIRD CABLE GUIDE  
MANLIFT**

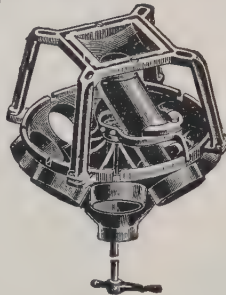
**1/3**

the cost of others for installation. Special features include safety device in case of accident; wire rope guides easily kept in alignment; ball-bearing on main top sheave. Put the best and Safest manlift in your elevator. Write



**C. E. BIRD & CO.**

Corn Exchange  
MINNEAPOLIS

**THE BUSY SEASON**

of elevator building and repairing is here. Repairs are big items in maintenance of machinery. Shrewd purchasers estimate and calculate them closely.

Economy of Space and Economy in Use are important features.

**THE HALL SIGNALING DISTRIBUTOR**

is a simple, efficient, durable device which accomplishes ends none others reach as a thousand users will testify.

**THE HALL SPECIAL  
(Elevator Leg)**

elevates double the amount of grain of any other leg with the same size buckets, saves time and expense, costs less to install, operate and maintain. It works constantly and never chokes or "back-legs".

Send for catalogues

**HALL Distributor Company, 222 Ramge Bldg., Omaha, Nebr.**

Would You Take Time to pick up a \$100 bill on the street? Of course you would. Yet some people say they have no time to read a trade journal. Can you spend time to better advantage than by learning how to make your business more profitable? That is precisely what you are doing when you read the Grain Dealers Journal of Chicago, Ill. Keeping well-informed is the surest way of keeping up the profits and keeping down the losses. It pays to keep posted.

**DIRECT REDUCTION TABLES**

for

**Wheat, Buckwheat,  
Barley and Timothy**

reduce any weight of wheat from 100 to 5090 pounds by ten-pound breaks direct to bushels of 60 lbs.; 60 lbs. with 1 lb. dockage; 60 lbs. with 2 lbs. dockage; 60 lbs. with 3 lbs. dockage; 60 lbs. with 5 lbs. dockage; Timothy Seed, 45 lbs.; Barley, Hungarian Grass Seed and Corn Meal, 48 lbs.; Barley, 50 lbs. and Buckwheat, 52 lbs.

Nine tables, printed from large type on card board, size 10½x11½ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 cents.

**GRAIN DEALERS JOURNAL**

315 S. La Salle Street

CHICAGO, ILL.

**Direct  
Reduction Tables  
for Corn and Oats**

Reduce any weight of corn from 100 to 5090 pounds, by ten-pound breaks, direct to bushels of 56 lbs.; 56, with one pound dockage for dirt; 68, 70, 72, 75 and 80 lbs. The 56-lb table may also be used for reducing rye and flaxseed to bushels. Oats are reduced to bushels of 32, 33 and 35 pounds.

Ten tables printed from large type on card board, size 10½x11½ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 Cents.

**Grain Dealers Journal**

315 S. La Salle Street

CHICAGO, ILL.

**Duplicating Scale  
Ticket Book**

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives it to each driver, retaining a carbon copy of it. 200 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

**Grain Dealers Journal**

LaSalle Street, Chicago, Ill.



**Often  
Pay for  
Them-  
selves in  
Two  
Months**

Get our new handsome catalog, describing all of our models fully. Select the one that will suit your elevator and we will ship it on 30 days trial. You to be the Judge.

**MAROA MFG. CO., - Maroa, Ill.**



**R**



Live weevil plus a little Fuma equals dead ones every time.

**Fumigate Your Elevators and Mills with**

**FUMA**

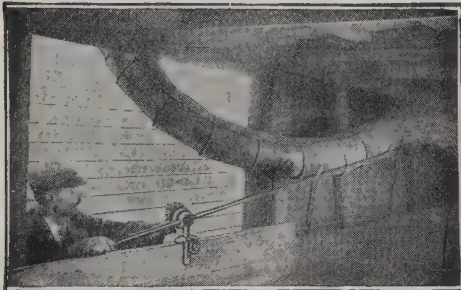
The only satisfactory method of treating grain in the bin, kills all insects, weevils, moths, etc.

10c. per lb., in 50 lb. and 100 lb. drums.

Send for printed matter.

**EDWARD R. TAYLOR**

Manufacturing Chemist PENN VAN, N. Y.



## The Englehart Flexible Spout Holder and Carloader

Every elevator should have one and can easily afford one. Order one now, it is not going to wear out, it will last for a good many years.

Saves pocketing of dust and dirt and lower grades of grains right in front of car door. Will grade your grain from one to two points higher on account of even distribution, which pays for itself. Saves time and annoyance of crawling into car when loading. This device does not crack the grain and blow it in every crack in the car, and does not require any horse power. Fully guaranteed. Hundreds now in use in sixteen States. Agents Wanted.

Write for our Prices.  
Automatic Hopper Tallies, Flexible Spouts and all Elevator Supplies.

**L. E. TAYLOR & CO., 914 Flour Exchange, MINNEAPOLIS, MINN.**

**Claim  
Losses  
Prevented**



by **TYDEN SELF-LOCKING CAR SEALS** bearing

your name and consecutive numbers. Thousands of shippers use them.

Write for Samples and Prices

**INTERNATIONAL SEAL & LOCK CO.**

Chas. J. Webb, Gen'l Sales Agent  
617 Railway Exchange Bldg, CHICAGO, ILL.

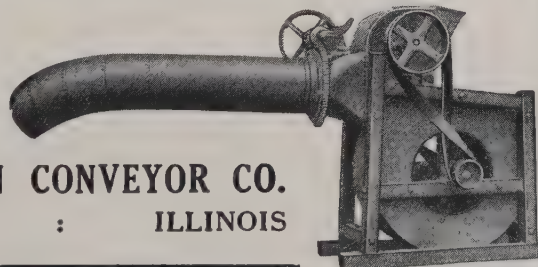
## A Mattoon Car Loader

**SAVES HEALTH** Because you are not compelled to get into car and breathe poisonous oat dust.  
**SAVES GRAIN** Because it puts all of the grain into the car and cleanses it besides.  
**SAVES LABOR** Because it gives a quick and automatic distribution.  
**SAVES MONEY** Because it saves grain, health and labor.

It will fill the largest car to full capacity and actually better the quality of your grain. The Mattoon is perfect in principle, extremely durable, easy of operation. It needs no attention after starting.

Here is where your money will go farthest and produce lasting good results.

**MATTOON GRAIN CONVEYOR CO.**  
**MATTOON - ILLINOIS**



Say you saw it in the

**Journal**

When you write our advertisers  
**Thanks**

## An Evolution In Dust Collecting Economy

The "OLD CYCLONE" served its purpose as an important factor in  
**Dust Collector Evolution**



The Problem was to Eliminate the Loss of Half the Power, or Volume of Air Current.

**The New "1905"  
Cyclone Dust Collector**  
**Saves That Loss**

**The Knickerbocker Co.**  
**JACKSON, MICH.**

Investigate—Write for Catalog.

If you want the best machine for handling grain in any condition, look over the

## Bernert Pneumatic Conveyor

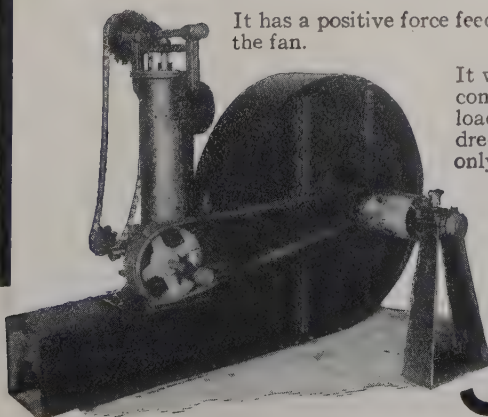
It has a positive force feed, that can be used anywhere ahead of the fan.

It will not crack or bruise grain, in any condition, dry or wet. It will convey and load cars, just as effectually, several hundred feet away as if the distance were only ten feet. It will do elevating, and transfer around angles. It will trim the largest boat to the fullest capacity, quickly and effectually. It will deliver the material where desired. For more information, write for catalog No. 5 to

**BERNERT MFG. CO.**

759 33rd St.

Milwaukee, Wis.





## Elevator Machinery and Supplies

We carry a large stock and can fill orders promptly.

## Grain Cleaning Machinery

We handle a full line and can give you a machine for any kind of work you want to do.

## Roll Corrugating and Grinding

The best work—quick service.

Write us for Catalog and Prices on anything you need.

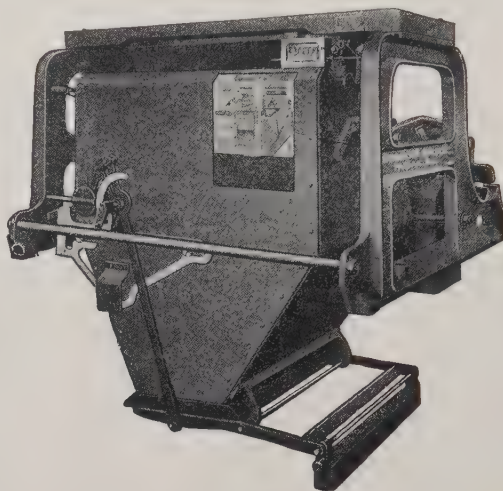
*The*  
**Strong-Scott Mfg. Co.**  
MINNEAPOLIS, MINN.

Northwestern Agents for

**Invincible Grain Cleaners,  
Richardson Automatic Scales,  
Knickerbocker Dust Collectors**

## YOU CANNOT LENGTHEN YOUR DAYS

But you CAN accomplish more work in the SAME time by adopting modern methods.



MODERNIZE your business and your Bank Balance has got to increase in proportion.

**RICHARDSON AUTOMATIC SCALES** are helping Grain Dealers all over the country to cut down their working expenses. They never fail—because they are built by Engineers who have studied your conditions and know what you want in a country elevator.

One of our representatives will be glad to call, without obligation, and go into all details, prices, etc. He will call whenever you say.

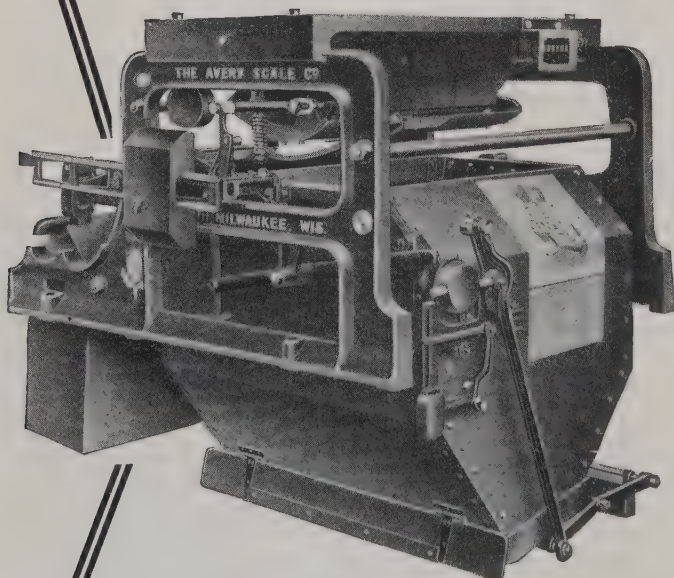
## RICHARDSON SCALE COMPANY

1909 Republic Bldg., Chicago  
413 3d St. S., Minneapolis, Minn.  
Box 305, Omaha, Neb.

Passaic, N. J.  
Wichita, Kas.  
Dallas, Tex.

Buffalo, N. Y.  
Lethbridge, Alberta

# AVERY AUTOMATIC SCALES



Are you losing money because you cannot swear to your grain weights? Protect yourself—install an

## Avery Automatic

To know our scale is to buy it, the Mechanism, Principle, Design, Construction, and its operation is **right**. It will pay for itself, soon, by the savings effected.

*Write our main or branch offices today.*

## AVERY SCALE COMPANY, N. Milwaukee, Wis.

732 Marquette Bldg., Chicago  
Room A-1 Chamber of Commerce, Minneapolis  
202 Boston Bldg., Kansas City

310 Merchants Exchange, St. Louis  
1600 U. S. Express Bldg., New York City  
Canadian Representatives—Canadian Allis-Chalmers, Ltd., Toronto, Ont.

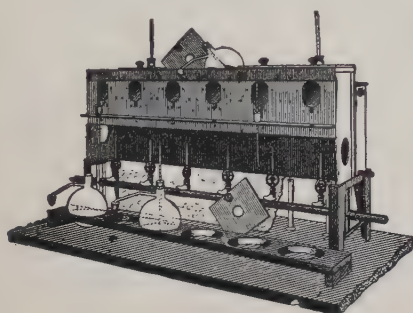
426 Board of Trade, Indianapolis, Ind.  
441 Brandeis Bldg., Omaha, Nebr.



# Don't Guess At The Moisture Content

of the corn you buy. The farmer will go away with a better feeling towards you if he is fully convinced that his corn is properly graded and that he got full value for it. It is of vital importance that you keep the farmer as your friend; it is in his power to materially increase or decrease your business.

Put yourself "solid" with the farmer by installing a



## Brown & Duvel Moisture Tester

as designed and approved by the  
U. S. Department of Agriculture.

Its efficient test of the moisture content of the corn will send him away *knowing* that he got value received. That's

the feeling you wish to create, isn't it?

**DURABLE CONSTRUCTION**      **SIMPLE INSTALLATION**  
**EASY OPERATION**

It will be to your advantage to learn more about this wonderful little device.

Send for U. S. Gov't Reprint to

## The Kny-Scheerer Co.

DEPARTMENT OF SEED APPARATUS

404-410 West 27th Street

NEW YORK, N. Y.

## SECOND- HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

**GRAIN  
DEALERS JOURNAL**  
OF CHICAGO

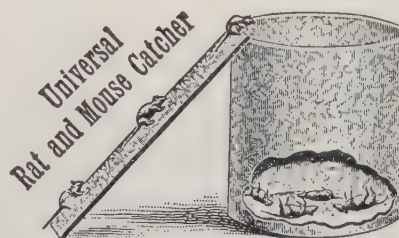
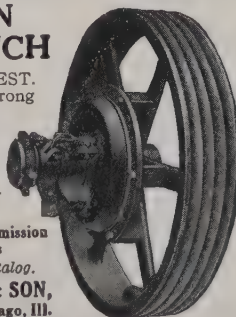
## Use the NEW SCHULTZ FRICTION CLUTCH

If you want the BEST. Neat in design, strong in grip, and easy to adjust. Successfully operated on all kinds of machinery. Simple, dependable, economical.

Everything in Transmission and Conveyors

Get the S. & S. Catalog.

A. L. SCHULTZ & SON,  
1677 Elston Av., Chicago, Ill.



Cleans a building of Rats and Mice in short time, keeps it cleaned, for it is always ready for use. Made of galvanized iron, can't get out of order, lasts for years. Large number can be caught daily. Go to Catcher mornings, remove device inside, which only takes few seconds, take out dead rats and mice, replace device, it is ready for another catch. Small piece cheese is used, doing away with poisons. Catcher is 18 inches high, 10 inches diameter. When rats pass device they die, no marks left on them. Catcher is always clean. One of these Catchers set in a livery stable in Scranton, Pa., caught over 100 rats in a month. One sent prepaid to any place in United States upon receipt of \$3. Catcher, 8 in. high, for mice only, prepaid \$1. On account of shipping charges being prepaid, remittance is requested with order.

H. D. SWARTS,  
Inventor and Manufacturer, Scranton, Pa.

## Sincere Service

demands knowledge, aptitude, enthusiasm and hard work.

That's the kind of Service you get at

## THE NATIONAL CITY BANK OF CHICAGO

Capital \$2,000,000.00      Deposits \$31,283,201.31  
Surplus and Undivided Profits \$830,627.50

105 S. Dearborn St.  
CHICAGO, ILL.



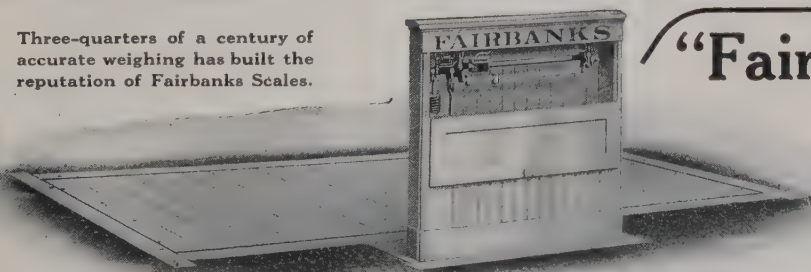
Approved by  
the Chicago  
Board of Trade  
as a Margin  
Depository.



**DONT PAY TWO PRICES  
for a Friction Clutch**  
Some sizes as low as one dollar per horsepower. This clutch will carry 25 to 50% overload. Built any size 5 to 100 HP. Write today for circular and discounts.

Decatur Fdy. Furnace &  
Machine Co., Dept. D, Decatur, Ind

Three-quarters of a century of accurate weighing has built the reputation of Fairbanks Scales.



**Fairbanks, Morse & Co.**

Chicago  
Omaha

St. Louis  
Kansas City

St. Paul  
Indianapolis

## "Fairbanks" The Name That Creates Confidence

The FAIRBANKS Scale of any locality is the one chosen to settle a disagreement of weight—because the Fairbanks is a generally accepted standard. Why not give yourself and your customers the benefit of its unquestioned accuracy?

### Correct Suspension

There is a straight downward pull throughout the entire scale mechanism, giving greatest accuracy with longest life.

### Simple Foundation

Continuous concrete wall supports frame from which weight is hung.

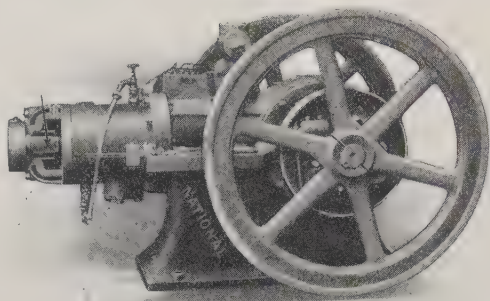
### Knife Edges Better Than Razor Steel

Every one hammer forged from the finest grade of crucible steel. Harder than razor steel, yet resilient; combining greatest resistance to both wear and shock.

WRITE FOR CATALOG 11T550.



## National Oil Engine



Cheaper power, better service, spells greater profit for you.

A National Oil Engine will bring this about. It burns all the lower grades of oils. It is simple in design, substantial in construction, has no complicated parts, requires no batteries, magnetos, hot tubes, spark plugs, carburetors or mixing valves.

The earlier you install one the greater your saving will be.

Get our catalog and prices.

Do it now.

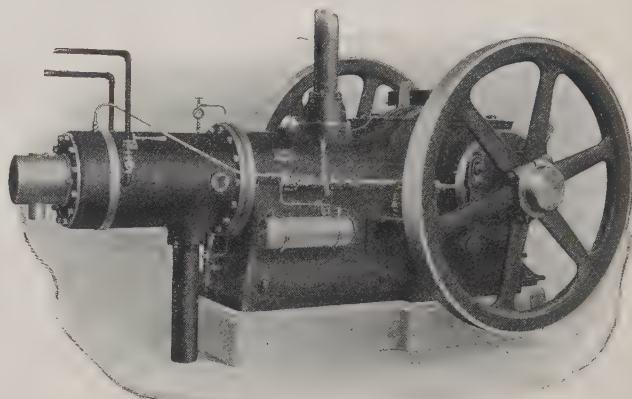
**National Steam Pump Company**

Upper Sandusky, Ohio

## CERTAINLY, YOU HAVE HEARD ABOUT THE "MUNCIE OIL ENGINE"

The Ideal, LOW COST POWER UNIT, USES LOWEST GRADES OF CRUDE OIL OR FUEL OIL COSTING TWO TO THREE CENTS PER GALLON AT REFINERIES. You can run a fifty H. P. Muncie for 20 to 25c per hour full load.

CHEAPER than any other power, better than steam, steady as electric power, quick started, always ready for business, carries ample overload, liberal proportions. Approved by underwriters and sold on POSITIVE GUARANTEE. Thousands in use. Mill owners everywhere specify THE MUNCIE. Write for full particulars of saving we can make you. State size needed and will send you latest catalogues of full line.

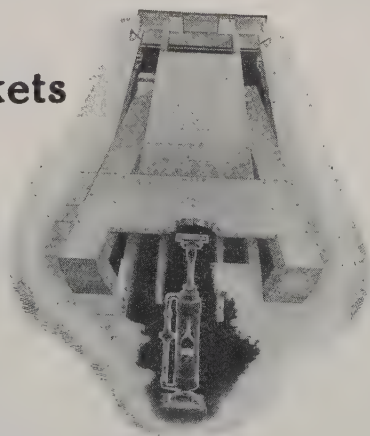


Type "C". Sizes 40, 50, 60, 75 and 100 H. P.

**Muncie Oil Engine Co.**

54 Ohio, Corner Railroad Muncie, Ind., U. S. A.

## Money in Your Pockets Through An Automatic Dump Controller



Farmers prefer to haul their grain to an elevator where they are less apt to meet with an accident. They soon realize the safety and quietness with which you dump their wagons with an Automatic Dump Controller.

It not only helps you to more business but is an absolute assurance against damage losses. This means more money in your pockets.

Over 700 in use now. Write today for prices and further particulars.

### McMillin Elevators

You will make no mistake when contemplating the building or remodeling of an elevator to consult me. Any type, size, capacity, price of elevator construction executed with the hope that your elevator will be as satisfactory to you as the many others have been which prompted your trial.

**L. J. McMillin**

Board of Trade  
INDIANAPOLIS, IND.

## For Sale



For particulars see the  
"ELEVATORS FOR SALE"  
columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale.

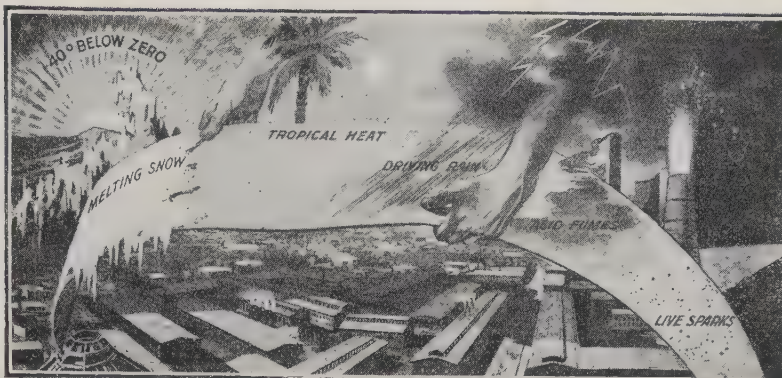
If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily.



## Perfect Protection for All Buildings— in All Climates— Under all Conditions

The hottest weather can not cause J-M Asbestos Roofing to dry out or melt. The coldest weather can not crack it. Gases, chemical fumes or salt air can not injure it. And it gives perfect protection against fire.

In a word, being *mineral through and through*, it is practically indestructible. There isn't a particle of perishable material in



"Literally a Sheet of Flexible Stone."

## J-M ASBESTOS ROOFING

It is composed of Asbestos and Trinidad Lake Asphalt. Asbestos is a rock, and therefore everlasting. And Trinidad Lake Asphalt has withstood the terrific duties of street paving for over forty years.

J-M Asbestos Roofing is lower in first cost than shingles, tin or slate—and *cheaper than all other roofings* when cost-per-year is considered. Tin, iron and most prepared roofings have to be coated or graveled every few years. As J-M Asbestos Roofing contains nothing to rot, rust or otherwise deteriorate, it never needs a single cent's worth of coating or other protection. Its first cost is the *only* cost.

Comes in rolls and flat sheets, easy to lay. Also furnished in built-up form. J-M roofing Cleats, packed in each roll, make absolutely water-tight laps, and give the entire roof an unbroken, handsome white surface. Sold direct if your dealer can't supply you.

We are also prepared to furnish J-M Regal Roofing which, although low in price, is the highest grade rubber roofing on the market. Write today for sample of the curious Asbestos Rock and Illustrated Catalog,



## H. W. JOHNS-MANVILLE CO.

MANUFACTURERS OF ASBESTOS ROOFINGS; PIPE COVERINGS; PACKINGS, MASTIC FLOORING; CONDUIT; STACK LINING; FIREPROOF PAINT; FIRE EXTINGUISHERS; FUSES; ETC.

|           |            |           |              |             |             |               |           |
|-----------|------------|-----------|--------------|-------------|-------------|---------------|-----------|
| Albany    | Buffalo    | Cleveland | Indianapolis | Louisville  | New Orleans | Philadelphia  | Seattle   |
| Baltimore | Chicago    | Dallas    | Kansas City  | Milwaukee   | New York    | Pittsburgh    | St. Louis |
| Boston    | Cincinnati | Detroit   | Los Angeles  | Minneapolis | Omaha       | San Francisco | Syracuse  |

THE CANADIAN H. W. JOHNS-MANVILLE CO., LIMITED—Toronto, Montreal, Winnipeg, Vancouver (2121)

## UNIVERSAL GRAIN CODE

For use of

## Grain and Milling Trades

*We recommend it. The trades endorse it.*

**Save telegraph toll. Keep your  
business to yourself. Prevent  
Expensive Errors.**

Its 146 pages contain 13,745 expressions, printed on policy-bond paper, and bound in black flexible leather—size 7 x 4 $\frac{5}{8}$  inches.

**Price \$3.00**

**GRAIN DEALERS JOURNAL**

315 So. La Salle St.

Chicago, Ill.

## International Feeds

**Comprise a Full and Complete Line**

**DAN PATCH SPECIAL HORSE FEED**—A World's Champion Horse Feed formulated and endorsed by Mr. M. W. Savage, owner of the World's Champion Pacing Horse, Dan Patch 1:55.

**INTERNATIONAL SPECIAL DAIRY FEED**—a complete ready ration for dairy use. Costs less than ordinary mill feed. You can pay more money, but you cannot buy a better milk producing ration than International Special Dairy Feed.

**INTERNATIONAL CLIMAX FEED**—costs less money than Special Dairy Feed and is giving splendid satisfaction wherever sold.

**INTERNATIONAL SUGARED HOG FEED**—a concentrated feed for mixing with grains. Fattens hogs rapidly, makes pigs grow, keeps them healthy.

**INTERNATIONAL SUGARED CATTLE FEED**—a concentrated feed for mixing with grains. Fattens cattle quickly and gives a fine finish.

**INTERNATIONAL POULTRY FEED**—a scientific blending of wheat, corn, oats, barley, kaffir corn, sun flower seed. Largely increases egg production and keeps fowls in healthy condition.

**INTERNATIONAL CHICK FEED**—promotes a rapid growth in young chicks and keeps them healthy.

**INTERNATIONAL GROFAST CALF MEAL**—a complete and cheap substitute for milk. Grows calves at a low cost without milk.

Our Prices on Above Feeds are Always in Line with the Market.

**We Ship Mixed Cars at Regular Carload Prices.**

One mixed car of **INTERNATIONAL** will provide you with a stock of everything you need in the feed line and all at carload prices.

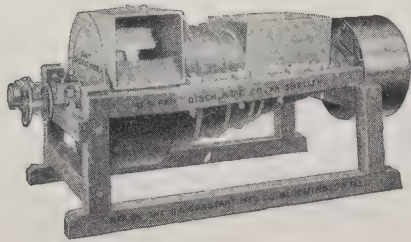
International dealers are live ones. Are you on our list of customers? If you are not on our list, drop us a line and we will put you right for the balance of the season.

**International Sugar Feed Co.**  
Mills at Minneapolis and Memphis  
**MINNEAPOLIS, MINN.**



## U. S. Corn Sheller

Pat. Oct. 17, 1905



### ANOTHER UNSOLICITED TESTIMONIAL

Scircleville, Ind., Dec. 26, 1913

Gentlemen:

Enclosed please find check for \$120.00, Inv. 11-1-13, and trust same will be found correct. Sheller is O. K., and we are more than pleased with it.

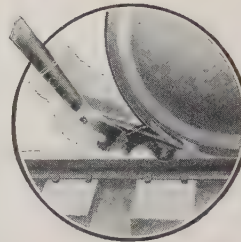
Yours truly,

SCIRCLEVILLE GRAIN CO.

The above sheller is mounted on a wood frame, has reinforced shells which bolt underneath and on top of the frame, making it the quickest repaired of any sheller on the market. The cylinder is separate from the fan and in three sections. The fan is of new design which eliminates the past dust annoyance.

Investigate before buying elsewhere.

**THE B. S. CONSTANT MFG. CO.**  
BLOOMINGTON, ILL.



## It's a Conservative Policy to ship On Trial

when they write like this:

"It is wonderful how such a little tool has so much power. I cheerfully pay for same. Receipt bill and return. Yours,

F. F. LUTZ,  
Louisville, Ky."

## "IDEAL" Car Mover--30 Days' Trial--\$5.00

**H. B. Sackett Screen & Chute Co.**

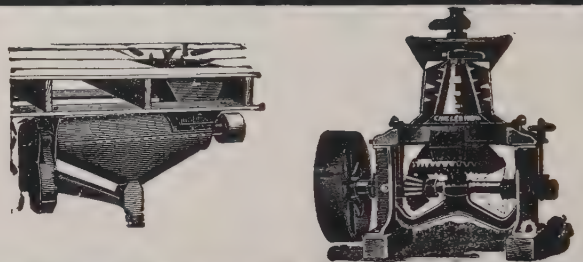
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Branch Office and Warehouse  
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## Triumph Corn Sheller and Crusher



**THE C. O. BARTLETT & SNOW CO.**  
CLEVELAND, OHIO, U. S. A.

## YOUR BUSINESS

can be introduced to the progressive grain dealers of the country under most favorable circumstances (and you will be in good company) by the judicious use of space in the  
**GRAIN DEALERS JOURNAL, OF CHICAGO**

## The GERBER

**PATENT FLEXIBLE CHAIN  
TELESCOPE CAR LOADING  
SPOUT**

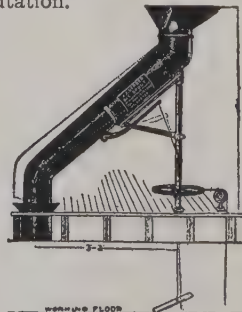


is the best, yet cheapest, as it will outwear two ordinary flexible spouts. Made of metal almost equal to saw blade.

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**IMPROVED DISTRIBUTING  
SPOUTS**

will absolutely prevent the mixing of grain. The best of material and workmanship have given them a world wide reputation.



Don't accept those "Almost as good."  
For satisfaction, get the genuine, made by

**J. J. GERBER**  
MINNEAPOLIS, MINNESOTA

## POST YOUR PRICES

| TODAYS PRICES |     |
|---------------|-----|
| OATS          | 45  |
| CORN          | 77  |
| WHEAT         | 10  |
| RYE           | 118 |
| BARLEY        | 134 |
| CLOVERSEED    | 950 |

and stick to them. The farmer likes to know he is getting a square deal.

An attractive, convenient Bulletin for posting the prices you are bidding for grain, seeds and hay, will save you money.

Price Posting Bulletin Form 1 is made of heavy No. 30 gauge steel, japanned so that it will not rust. Top piece contains the words "TODAY'S PRICES" in bold, white type; punched for screw hooks. Six card holders are hung to top so as to provide room to post prices bid for different commodities.

Card holders are turned over on top and bottom edges so they will hold the cards firmly. Complete set of cards bearing the words, Oats, Wheat, Rye, Barley, Y. Corn, W. Corn, Flax, Clover, Timothy, Alsike and Hay; and 10 sets of digits so that the price of each commodity may be easily and quickly posted.

Order Form 1.

Size 14x19½ inches.

**Price \$2.00**

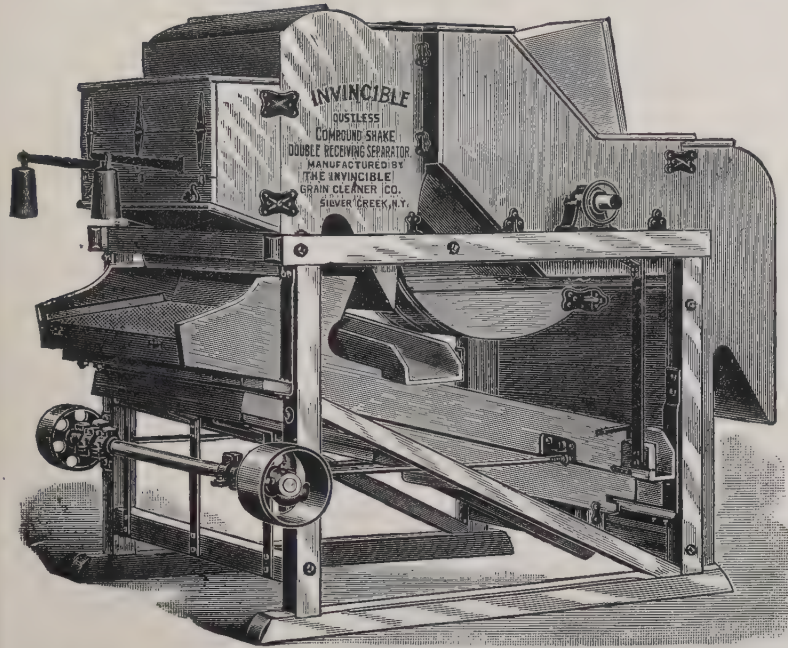
**GRAIN DEALERS JOURNAL**

315 South La Salle St.

Chicago, Ill.



# Something Every Elevator Needs



It is a well known fact that clean grain will keep better than dirty.

Dirt also lowers the quality at the terminal market.

Hence all Elevator men when receiving grain from various growers should run it through an

## Invincible Dustless Compound Shakeless Receiving Separator

Following this suggestion will mean money to you. You will thereby not only avoid loss by heating, but will also raise the grade and get a better price.

We cannot fully describe here the various sizes and kinds of machines which we make as we build them to suit every need.

Write us and we will gladly send you full information free.

## INVINCIBLE GRAIN CLEANER CO., Silver Creek, N. Y.

F. H. MORLEY, Jr., 311 Traders Bldg., Chicago, Ill.  
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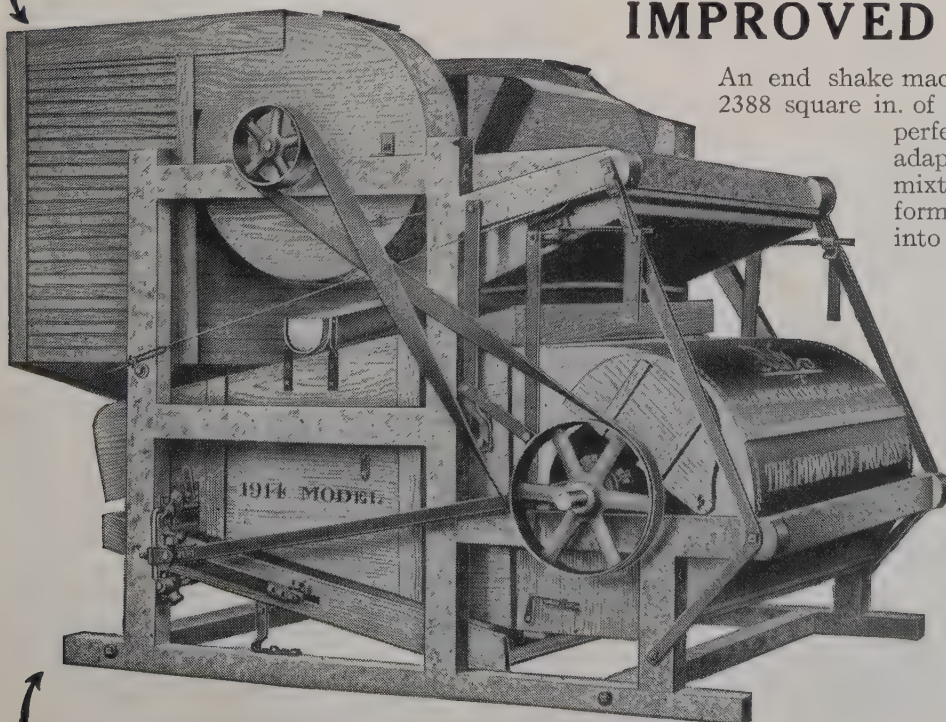
SPECIAL SALES AGENTS: BUCKLEY BROS., Louisville, Ky.,

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# A NEW FOSSTON PROFIT MAKER

A Big Capacity Combination Cleaner with Unexcelled Separating Qualities.  
We Introduce It to You as the

## IMPROVED PROCESS



An end shake machine, perfectly counterbalanced, 2388 square in. of sieve surface, suction and blast perfectly controlled and regulated, adapted to all kinds of grain in all mixtures and conditions. It transforms the gloomy wild oats question into a pleasant smile.

Equipped with or without Automatic Cleaning Device. Installed on earnings contract or liberal cash terms. An expert from the factory will help you install and show you how to get results,

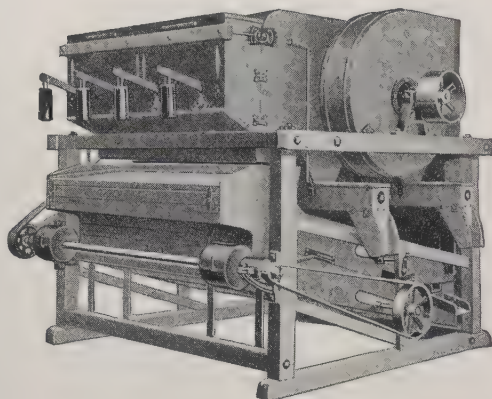
Ask for catalog and particulars—free.

## FOSSTON Manufacturing Co.

140 Merriam Park,  
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## When You Talk "EUREKA" Grain Cleaners



you are talking about an established line that is known from sea to sea and from the Gulf to Alaska—machines that have thoroughly made good in actual duty and are up-to-the-minute in every respect—a line with a complete organization, ideal manufacturing facilities, and a reputation among grain dealers for extending the most thorough, thoughtful, and helpful co-operation. All this is assured to you as a customer of The S. Howes Company. There is a big advantage in being connected with a concern of international prestige and unquestioned financial standing, with an unsullied record in the production of good machines—sound, permanent, and of high repute.

A Trade Mark,  
"To Distinguish the  
Best from the Rest"



**THE S. HOWES COMPANY**  
SILVER CREEK, N.Y.



A Trade Mark,  
"To Distinguish the  
Best from the Rest"

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P. E. Dorsey, 3850 Wabash Ave., Kansas City, Mo.  
E. A. Pynch, 311 3d Ave. S., Minneapolis, Minn.

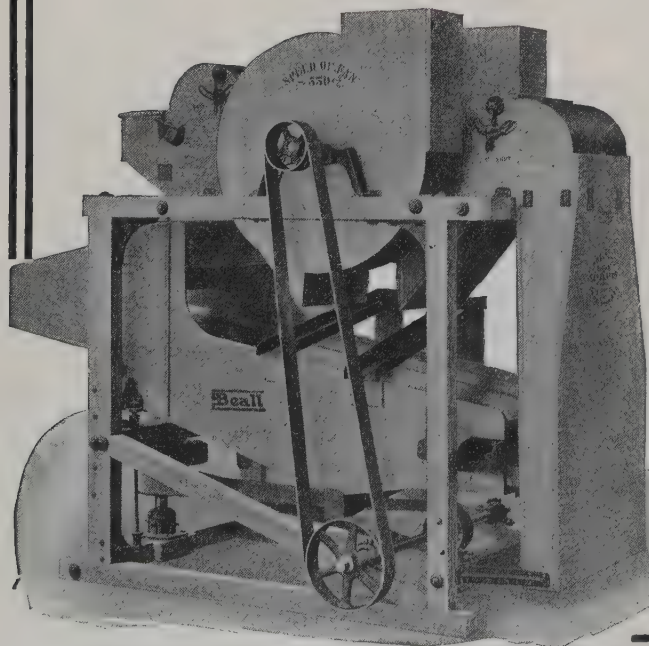
J. O. Smythe, 1034 W. 32d St., Indianapolis, Ind.  
W. M. Mentz, Sinks Grove, W. Va.

Wm. Watson, 703 West. Union Bldg., Chicago  
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Special Sales Agents—The P. H. Pelkey Construction Co., Wichita, Kans.

## The New Beall Rotating Warehouse and Elevator Separator

Built in Ten Sizes



# Beall

THE MARK OF QUALITY

### Here's A Way To

**increase your profits on the grain you buy, by raising the grade of the grain before shipping.**

This cleaner will do that. It has for others, and why not for you?

It perfectly cleans wheat, shelled corn, oats, rye, barley and all small grains.

The character of the work this cleaner does, puts it in a class by itself. It has the hearty indorsement of hundreds of elevator operators because of its simple construction, ease of operation and its thoroughness in the cleaning of all kinds of grain.

Drop us a card today for further details.

To be convinced you must investigate.

**The Beall Improvement Co., Inc.**  
DECATUR, ILLINOIS



# "Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

## ELEVATORS FOR SALE.

**NORTHWEST IOWA** elevator for sale, in good town on the Milwaukee R. R. Handles about 200,000 bus., mostly oats and corn, annually. If interested address K, Box 7, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Elevator, 5M capacity, sells everything that the farmer uses; on N. Y. C. Lines, 35 miles from Cleveland, Ohio. Cheap if taken at once. Address Bert, Box 4, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Eastern So. Dak. cribbed elvtr., warehouse attached, cap. 35M bu.; handles up to 125M bu.; coal in connection; good competition; price \$5,500. Address Sioux, Box 8, Grain Dealers Journal, Chicago, Ill.

## FOR SALE BY OWNER.

Seven elevators, all in South Dakota. Will sell one or all to suit purchaser. Now is the time to buy if interested, before we get to planning on a new crop. Closing out the business reason for selling. Address Box 36, Mitchell, S. Dak.

**ILL. CENTRAL** elevator for sale, in corn belt; county seat; new house; modern; built a year ago; capacity 25,000 bus.; station handles 750,000 bus.; two other elevators, everything first class. Price \$8,000.00. Address Cheney, Box 7, Grain Dealers Journal, Chicago, Illinois.

**FLETCHER, ILL.**, elevator for sale, on Ill. Cent. R. R., 12 mi. east of Bloomington; new, modern house, built two years ago; capacity 18,000 bus.; granary 10,000 bus.; handled 300,000 bus. last year; no competition. Price \$9,500 cash. J. E. Hawthorne, Bloomington, Ill.

**MINNESOTA** elevator for sale, 15M capacity, warehouse 10M capacity; coal business in connection, capacity of coal sheds, 250 tons; business located on own land on C. M. & St. P. Will also sell 9 room dwelling on lot 100x264. Address Dale, Box 5, Grain Dealers Journal, Chicago, Ill.

**OKLAHOMA** elevator for sale, 20M bus. capacity; cribbed; located in good town on C. R. I. & P.; house and machinery in good condition. Prospects for good crop never were better. Will give part time to right party. Address Oklahoma, Box 7, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR IN CENTRAL INDIANA** with 2 acres of land and residence, for sale. Has metal sides and roof, cribbed bins, sheller and cleaner, feed grinder, motor power. In good grain belt; handle a number of side lines. Easy terms. A bargain if taken soon. Address Indiana, Box 2, Grain Dealers Journal, Chicago, Ill.

**BLACKWELL, OKLA.**, elevator for sale. 25,000 bu. capacity, equipped with corn sheller and cleaner; wheat cleaner and clipper; 200 bu. hopper scales; three stands of elevators; gas engine. Located in the best farming section of Okla., with the prospects of a bumper wheat crop. Will sell at a bargain, as it is located too far from us. Address J. M. Moberley & Sons, Windsor, Ill.

**75,000 BUSHEL** modern elevator, 5,000 bushel corn crib, 200 ton coal sheds, mouse proof flour and feed room for two car loads. Handles 150 to 200,000 bu. per year; only two elevators in good town of 700 people; corn cleaner; oats cleaner, weigh out scale, dump scale in elevator, coal scale outside. A first class business opportunity in N. W. Iowa. Address

St. John Grain Co.,  
Worthington, Minn.

## ELEVATORS FOR SALE.

**GOOD KANSAS** grain elevator for sale, cheap, at Sharon, Barber County. Address F. P. Hawthorne, McPherson, Kans.

**BARBER CO., KANSAS**, elevator for sale, fine territory and large acreage sown. Investigate. Address Box 124, Liberal, Kans.

**FOR SALE**—A 60M cap. elvtr. Have good grain, coal and livestock business. No competition. Want to settle estate. Inquire Van Orsdol & Co., Rowley, Iowa.

**NORTHWESTERN OHIO**—15,000 bus. elevator, coal business in connection; good territory. Address Maple, Box 3, Grain Dealers Journal, Chicago, Illinois.

**FOR SALE**—Three modern equipped elevators in Southwestern Minnesota, on C. M. & St. P. Ry. Address Modern, Box 9, Grain Dealers Journal, Chicago, Ill.

**ELEVATORS FOR SALE**—Have a nice lot to select from. Let me know your wants and how much you wish to pay. Address Jas. M. Maguire, Campus, Ill.

**FOR SALE**, Elevator at Independence, Ia., on I. C., at a bargain if taken before April 1st. Would also sell lumber and coal business. Write T. E. Sarcliff, owner.

**FOR SALE**—Owner retiring from business, will sell for cash good elevator; also large storage bin, all on own ground; also fine business, at best grain station in Illinois. Address C. F. P., Box 8, Grain Dealers Journal, Chicago, Ill.

**MARSHALL CO., KANS.**, elevator for sale. Located on M. P. Ry.; good town. Equipped with all necessary machinery. Good annual business. No trades considered. Address H, Box 3, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Two of the best money-making elevators in Central Ind. Good receipts grain and profitable side lines. Don't answer unless you mean business. Address Ross, Box 4, Grain Dealers Journal, Chicago, Ill.

**ILLINOIS** elevator for sale, 35M, strictly modern and IRON CLAD. Average annual business 200,000 bus. 10M corn cribs; coal bins, 200 ton capacity with 1,500 tons yearly sales. \$1,000 profit on coal alone. Elevator equipped with automatic scale, grain cleaner, feed grinder, etc. Good business; good town to live in. Address Sonper, Box 5, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—25,000 bu. cribbed elevator, iron clad; located at Meeks Sta., Ill., 4½ miles from Georgetown on C. I. & S. Ry. Engine room is of brick construction, frame cob house, 10,000 bu. capacity cribs, private track to elevator and dust house. Equipment includes one sheller, one cleaner, 2 elevator legs, 2 dumps and steam engine. Property covers 1½ acres of land and is in a good grain section of Ill. For further particulars address 419 W. 63d st., Chicago, Ill.

**OKLAHOMA CITY, OKLA.**—Terminal elevator for sale or rent, with large storage capacity. Equipped with 100-ton track scale, 50-ton hopper scale, wagon and platform scales, corn sheller, clipper, cleaner and feed rolls. Motive power: 125-h.p., one 20-h.p., one 15-h.p., one 7-h.p. electric motors. One 40-h.p. boiler to operate Hess Dryer.

This elevator is on private property with trackage on both side, and has free switching to four trunk lines.

Will make favorable terms and accept good land in part payment.  
Address J. C. Pearson, Marshall, Okla.

## ELEVATORS FOR SALE.

**OKLAHOMA** elevator to trade for Canadian land. Address Dearborn, Box 8, Grain Dealers Journal, Chicago, Ill.

**FOR SALE OR RENT**—My elevator, coal and feed business at Manchester, Kansas. Sickness reason for selling. H. Weaver, Manchester, Kansas.

**FOR SALE**—An up-to-date elevator in a hustling North Dakota town. No trade considered. Address Bank, Box 8, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Fine elevator located at Enon, Ohio. Big 4 R. R. Good coal trade. Good reason for selling. Address Tranchant & Fennell, Osborne, Ohio.

**FOR SALE**—Two elevators, along with coal business; located in best grain products section of Indiana. Address Jeff, Box 6, Grain Dealers Journal, Chicago, Ill.

**WESTERN INDIANA** elvtr. in corn belt on Pan Handle R. R.; 50,000 bu. ca.; modern; in good town; station handles 700,000 bu.; one other dealer. Address Morse, Box 8, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Grain elevator located in the best grain and corn belt in Southern Minnesota; capacity 25,000 bus. Running and doing a profitable business. Must be sold to close up an estate. For further particulars address Millie Kremer, Minnesota Lake, Faribault Co., Minn.

**ELEVATOR FOR SALE**—A great bargain for immediate sale, on very reasonable terms, this elevator is exceptionally well located as to crops, railroad facilities and market, has fine future prospects; especially this season. Located close to Waterloo, Iowa. Write J. D. Rising, care of Commerce Trust Company, Kansas City, Mo.

**ELEVATOR AND CORN MILL**—Capacity elvtr. 20,000 bus.; grinding room 14x20, two stories, feed room 20x40. Good Co. seat town S. E. Kansas; ground 160x195 ft.; switch at door; 26 h.p. Natural Gas Eng. Building in good shape; built seven years. Large acreage wheat and oats and crops never looked better. Good reason for selling, might take land for part. Address Drew, Box 8, Grain Dealers Journal, Chicago, Ill.

**FOR RENT OR WILL TRADE FOR LAND**—A 100-barrel mill and twenty thousand bushel grain elevator. Will rent our mill and elevator to responsible parties. Mill is modern throughout; plansifter just installed, electric lighted with own plant, also connected with city light and city water. Good town of sixteen hundred on railroad junction. Handles two hundred thousand bushels grain in addition to the milling business. Have crude oil engine for power. Oil storage for two cars of oil. Would trade for good land. Address Exceptional, Box 7, Grain Dealers Journal, Chicago, Ill.

**MINNEAPOLIS** grain elevator for sale, 150,000 bu. capacity; electric power; desirable inside location with ground for increasing capacity. Excellent trackage, cheapest switching rate across city. Large steam grain drier attached. Entire plant equipped with new automatic sprinkler system; plant never idle; minimum transfer charge of ½c per bu. on 4 cars per day for 300 days, equals entire annual overhead costs of operation and 6% interest on \$40,000 valuation. Can handle 25 to 40 cars per day. Better investigate quick. Address Terminal, Box 7, Grain Dealers Journal, Chicago, Ill.



**ELEVATORS FOR SALE.**

**FOR SALE**—One good modern 25,000 bu. elvtr. in the best grain belt of Oklahoma. Address W-H, Box 4, Grain Dealers Journal, Chicago, Ill.

**MINNESOTA** elevator for sale, 12M bus. cap., located in good town on I. C. For particulars and terms address Canton, Box 7, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Elevator of 65M bus. capacity, and branch house located in good town in No. Cen. Ill. Handles over 200,000 bus., also good coal and feed business. Only elevator in town. A-1 proposition. Address Max, Box 3, Grain Dealers Journal, Chicago, Ill.

**ELEVATORS WANTED.**

**WILL TRADE** section of Montana land 8 miles from R. R. for one or two elevators. Address Best, Box 8, Grain Dealers Journal, Chicago, Ill.

**QUARTER SECTION** of Canadian land to trade for good elevator in Central Iowa. Address Brown, Box 7, Grain Dealers Journal, Chicago, Ill.

**WANTED** six or seven elevators in Kansas or Oklahoma; will buy, rent or lease them. Address Ly, Box 4, Grain Dealers Journal, Chicago, Ill.

**WANTED TO RENT**, a small elevator in the Mo. Valley, or would take a position with a good grain firm. Address C. N., Box 7, Grain Dealers Journal, Chicago, Ill.

**MONTANA** elevator wanted. Will pay cash for good proposition; one that will stand thorough inspection. Give full particulars in first letter. Address D, Box 7, Grain Dealers Journal, Chicago, Ill.

**IF YOU WANT TO BUY** an elevator make it known to the grain elevator men of the country by advertising in the "Elevators Wanted" Column of the Grain Dealers Journal, Chicago, Ill.

**EXCHANGE**—We have about forty quarter sections of prairie lands, some of it improved, which is clear of incumbrance, for which we will accept elevators in the Dakotas, Northern Montana and Minnesota. Address H, Box 4, Grain Dealers Journal, Chicago, Ill.

**PARTNERS WANTED.**

**WANTED**—Partner to interest himself in building a transfer elvtr. in good Ill. junction point. Fine business proposition. All replies confidential. Address O, Box 8, Grain Dealers Journal, Chicago, Ill.

**MILLS FOR SALE.**

**FOR SALE**—Small flour and feed mill, first-class elevator, warehouses, coal and woodsheds, in prosperous town of 8,000, served by 4 railroads and surrounded by good farming country; business successful. Rockford Realty Co., Rockford, Ill.

**WISCONSIN** 50-bbl. steam roller flour mill and 10,000 bu. elevator for sale. This plant is in excellent grain territory and is on paying basis. Will consider trade for income property. Address Burr, Box 3, Grain Dealers Journal, Chicago, Ill.

**ADDRESS WANTED.**

**WANTED**—Present address of C. A. Lowe, formerly in construction business in Enid, Okla. Address E. E. S., Box 7, Grain Dealers Journal, Chicago, Ill.

**A. J. CLARK**, formerly connected with the Grain Elevator Constr. Co., of Williston, N. Dak., present address wanted. Address Grover, Box 7, Grain Dealers Journal, Chicago, Ill.

**WOULD APPRECIATE** hearing from anyone knowing the present whereabouts of Ralph Montague, formerly of Reserve, Kansas, and later heard of in Alexandria, N. Dak. Address M, Box 7, Grain Dealers Journal, Chicago, Ill.

**SITUATIONS WANTED.**

**WANTED**—POSITION as mgr. of elvtr. or lbr. yard; 4 yrs. experience; prefer line or farmers' elvtr. Address M. J., Box 8, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED** by experienced elvtr. man; understands grain, grass seed and machinery. References. Address Evers, Box 7, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED**—Buyer for grain firm, 15 years experience in buying and selling grain, seeds, coal and livestock. Good references. Address Capable, Box 8, Grain Dealers Journal, Chicago, Ill.

**WANTED**—POSITION as mgr. of grain and coal business, 4 yrs. exp., can furnish best of references. At present employed. Speak German and English. Address B, Box 7, Grain Dealers Journal, Chicago, Ill.

**TWO ACTIVE** energetic young men with executive ability and wide experience in the grain line, desires position with an up-to-date grain firm. Address Two, Box 9, Grain Dealers Journal, Chicago, Ill.

**WANTED**—POSITION as mgr. of elvtr., can handle coal and other side lines; bookkeeper; experienced. Can furnish best of references. Address Orr, Box 8, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Position as mgr. of country elvtr. or second man in larger concern; 2 yrs. experience; speak and write Swedish as well as English; reasonable salary to start; references. Address Box 1, Osco, Ill.

**POSITION WANTED**—Traffic man, grain and coal, in Kansas City, Mo. Extensive experience; age thirty-one. Now with R. R. Will change after June 15th. Address Traffic K., Box 8, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Position as manager of Farmers' Elevator, by married man; at present employed; best of reference from present company. Bond if required. Eight years' experience. Address S., Box 6, Grain Dealers Journal, Chicago, Ill.

**POSITION** as manager for reliable grain firm; 7 years' experience in buying and selling grain and side lines; at present employed; references; married; sober; accept position after May 10th. Address B. L. T., Box 8, Grain Dealers Journal, Chicago, Ill.

**YOUNG MAN** wants position with grain firm in primary market or good sized town; has seven years experience managing elevators, soliciting consignments and buying and selling grain in primary market. Can furnish best of references. Address Jo, Box 7, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED** by young man, single, as foreman or helper in elevator; two years' experience in buying grain and stock; am at present employed; best of references; small town preferred. Address Raymo, Box 7, Grain Dealers Journal, Chicago, Ill.

**WANTED**—POSITION with a farmers elevator company, by a good first class grain, coal and livestock man, one who has had twelve years' experience and can furnish best of references. Am at present employed, but on account of poor crops want to make a change. Address Lehigh, Box 6, Grain Dealers Journal, Chicago, Ill.

**WANTED**—POSITION as traveling solicitor with a prominent grain commission firm. Have had sixteen years' experience in the grain business in South Dakota. Am now connected with local grain firm and have full control of buying and selling of grain. Have wide acquaintance with grain trade of South Dakota. Address Able, Box 7, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED** as manager of elevator. Know grain, seed, blg. mtl. and coal business. Am double entry bookkeeper; understand steam and gas and all kinds of elevator machinery and can keep elevator in first class shape. Now employed, 14 years' experience. Best of references. Address Stone, Box 7, Grain Dealers Journal, Chicago, Ill.

**SITUATIONS WANTED.**

**WANTED**—POSITION as manager for country elevator; 7 years experience; references furnished. Address E. R. Means, Harmony, Minn.

**HELP WANTED.**

**WANTED**—Young, single men with experience, from Minnesota or Dakotas to manage line elevators in Western Canada. References required. Home Grain Co., Winnipeg, Canada.

**WANTED**—Thoroughly reliable man to run country elvtr. in Indiana, handling grain and side lines. This is a one-man job and no one who is afraid of work need apply. Give references and salary expected to Stafford & Murray, Oxford, O., Route 4.

**HELP WANTED WITH INVESTMENT.**

**AN INDIANA** mill, elevator and hay Co. needs services of young man. Must be experienced, a hustler and able to invest 5 to 10,000. References required. This is an exceptional opportunity to the right man. Plenty of work in established and new lines. Address Rare, Box 8, Grain Dealers Journal, Chicago, Ill.

**LINE COMPANY**, also track buyer, wishes to secure the services of young man; thoroughly experienced and able to invest at least \$15,000 in grain business at good points in corn and oats section. Must be highly recommended. An exceptional opportunity is presented to right man. Address Hoosier, Box 7, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR BROKERS.**

**HAVE A FEW** very nice elevators within 100 miles of Chicago recently listed for sale. Some of these have eastern outlets, and are in splendid towns. Prices very reasonable. Terms can be arranged. Address James M. Maguire, Campus, Ill.

**CASH FOR YOUR ELEVATOR**, mill, business or property. I bring buyers and sellers together. No matter where located, if you want to buy, sell or trade, write me. Established 1881. Frank P. Cleveland, Mill and Real Estate Broker, 5951 Adams Express Building, Chicago, Ill.

**SECOND-HAND BAGS AND BURLAP.**

**BURLAP BAGS OF EVERY KIND FOR SALE**; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

**BUILDING MATERIAL.**

**FOR SALE CHEAP**—2,000,000 feet elevator cribbing, lumber, joists and boards; 2,000 sash and doors, all sizes. Our prices will surprise you. Write at once for bargains. Ruel Wrecking Co., 7337 Stony Island Ave., Chicago.

**BUSINESS OPPORTUNITIES.**

**ALFALFA MEAL MILL WANTED**—The best alfalfa grown anywhere is near at hand and an excellent opportunity is offered for an up-to-date alfalfa meal mill. Anyone interested in such projects should write to A. E. C., 511 Wilcox Bldg., Los Angeles, Calif.

**SOLICITORS' SIDE LINE.**

**WANTED** men calling upon grain shippers to carry small book needed by every grain firm. Easy sales, large commissions. Address P. M. Maxwell, 305 So. La Salle st., Chicago, Ill.

**FLOUR FOR SALE.**

**MIXED CARS** of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.



## DYNAMOS—MOTORS.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

WE HAVE the largest stock of second-hand electric motors and generators in America and buy and sell, rent, exchange and repair electrical machinery of all kinds. Send for our "Monthly Bargain Sheet," showing complete stock with net prices. All machines guaranteed in good order.



## NEW AND SECOND-HAND MOTORS FOR SALE.

- 1- 3 h.p. Western Electric.
- 1- 5 h.p. Westinghouse.
- 2- 7½ h.p. General Electric.
- 1-10 h.p. Westinghouse.
- 1-15 h.p. Fairbanks-Morse.
- 1-25 h.p. General Electric.
- 1-30 h.p. Western Electric.
- 1-35 h.p. Northern.
- 1-60 h.p. Fairbanks-Morse.

All our motors guaranteed in good condition, none leave our factory without first being thoroughly overhauled, tested and made just like new.

We carry at all times a large stock of new and second-hand motors and dynamos, and will ship on approval to responsible parties.

We buy, sell, rent, repair and exchange electrical machinery of all kinds. Write us your wants NOW.

Northwestern Electric Co.,  
611-13-15 W. Adams St.,

Chicago.

Illinois.

## STEAM ENGINES, BOILERS.

FOR SALE—One 25 h.p. slide valve engine, one 60 h.p. boiler, all in good condition. Write us for price, Reading Feed Mill, B. Flege, prop., Reading, Ohio.

FOR SALE—One 9x12 Bromwell steam engine as good as new, only been used three months. A bargain if sold at once. Fred Schlientz & Son, Eldorado, Ohio.

FOR SALE—One twenty-horse power Erie steam engine and a twenty-five horse power boiler all in good running order. For particulars write Jos. Sanborth, Martinsburg, Mo.

STEAM ENGINES OR BOILERS for sale find many ready buyers when offered thru the grain trade's accepted medium—for engine bargains—the "Steam Engines—Boilers" column of the Grain Dealers Journal, Chicago.

## MACHINES WANTED.

WANTED—Large set of rollers for crushing oats. William Rotsted, 331 Postal Telegraph Bldg., Chicago, Ill.

WANTED—I want to buy a good second-hand or slightly used 2 or 3 high 9x14 or 9x16 feed rolls. Mention condition of rolls, description and the time used in the first letter, also the price. H. G. Pollock, Middlepoint, Ohio.

I HAVE JUST THE MACHINE you are looking for. I have installed one of larger capacity or power, and have no further use for old one. It is in fine condition, and I will sell for an extremely low price. I am one of the 6,000 readers reading the "Machines Wanted" columns of the Grain Dealers Journal, Chicago.

## SCALES FOR SALE.

FOR SALE—1,250 bu. Fairbanks Auto. Scale. Has not weighed over 1,000 bus. Good as new. M. A. Fischer, Kinross, Ia.

SECOND-HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

## MACHINES FOR SALE.

FOR SALE—No. 2 Cylinder Sheller and Cornwallis Corn Cleaner. Reasonable price if sold soon. A. C. Klauman, Cuba, Kans.

HAVE DEVICE to catch mud, refuse, from falling on scale bearings and in pit. Can be cleaned from scale platform. Would like to correspond with elevator owners and operators. In replying give make of scale. C. D. Eaton, Biggs, Ill.

## FOR SALE

4 6x18 Hutchinson Rolls  
4 No. 3 Round Reels  
7 scalpors  
Wheat cleaner, flour packer, bran duster, 11 stands elevators, 40 ft. pulleys, belting and shafting. 50 h.p. boiler and engine. Address Box 271, North Adams, Mich.

## FOR SALE

10x16 Atlas Automatic Engine  
60x14 Atlas Horizontal Tubular Boiler  
Wagner Double Acting Steam Pump  
Willford Three Roll Corn Meal and Feed Mill, Size No. 1.  
Little Victor Combined Sheller and Cleaner, Size No. 1.  
All in good condition. Will be sold cheap.  
Edgerton Milling Co.,  
Edgerton, Mo.

## SACRIFICE SALE NOW ON.

All Makes and Sizes of Attrition Mills.  
16" to 24" Robinson's .....\$65 to \$120 ea  
16" " 26" Unique's ..... 60 " 130 "  
16" " 36" Monarch's ..... 60 " 200 "  
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16" " 26" American's ..... 55 " 200 "  
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Many types of single head mill also. We need the room for other purposes.

All the above mills completely remodeled and reconstructed. Guaranteed to be in as near a new condition as second-hand machines can be made. Also a full line of Roller Mills, Separators, Reels, Roller Feed Mills, Shellers, Buhr Mills, Corn Crushers, Crackers, etc. Write us for catalogs today. Give us a chance on all your requirements, whether new or second-hand.  
George J. Noth,  
No. 9 South Clinton Street, Chicago, Ill.

## FLOUR MILL, FEED MILL AND ELEVATOR MACHINERY AND SUPPLIES.

The largest Stock of Overhauled and reconstructed Machinery in the World.

Roller Feed Mills: 9x14 Barnard & Leas, 9x18 Noye, 9x18 Nordyke and Marmon; one 9x24 Northway; one 9x24 Dawson, 9x24 and 9x30 Allis three pair high; and 9x18 and 9x30 Hutchinson; 9x30 Acme; two pair high; two No. 1 and two No. 2 Willford, three roll high, and many other listed in our Bargain Book.

Write for one—Mailed on request.  
Corn and Cob Crushers:—No. 1 Richmond, No. 14 Economy, No. 5 and No. 6 Excel, Foss Scientific Mill's, No. 2 "Triumph," 2 No. 7 and one No. 12 Sullivan, etc.

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Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached at Extremely Low Prices—In either Cotton, Rubber or Canvas—Stitched Belt with "Salem" Steel Grain or Steel Corn Buckets Attached.

Address Dept. Q for "Gump's Bargain" Book, giving complete list of all Machinery, Belting, Pulleys, Shaftings, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.

Est. 1872. Inc. 1901.

B. F. GUMP CO.,  
431-437 So. Clinton St.  
Chicago, Illinois.

## MACHINES FOR SALE.

FOR SALE—One 12" Robinson Attrition Mill, used one year, good as new. New Sealing Rings and Grinding Plates. Price \$100.00.

One Victor Combined Sheller and Cleaner, mill size \$35.00.

One 24" Monarch French Stone Buhr Mill and elvtr. in perfect condition, \$100.00.

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1 4 h.p. Gasoline Engine.....\$75.00  
2 Boot Tanks, each..... 20.00  
1 No. 4 Buffalo Fan..... 15.00  
1 Steam Condenser ..... 30.00  
1 Grain Spout complete..... 4.00  
1 large bell ..... 20.00  
10 Belt Tighteners, each..... 5.00  
100 Salem-cups, 6x16, each..... .12  
50 " 6x18 " ..... .12  
100 Empire Buckets, 5x16..... .06  
150 " 6x18 " ..... .06  
1 26" 6 ply 90 ft. Drive Belt..... 50.00  
1 26" 3 ply 125 ft. Conveyor Belt, ea.. 50.00  
All of the above are in good condition and snaps at the prices offered.

La Crosse Wrecking & Lumber Co.,  
La Crosse, Wisconsin.

## GASOLINE ENGINES.

FOR SALE—28-30 h.p. Foss standard horizontal, \$365. 100 other sizes and styles. State your power needs. Badger Motor Co., Milwaukee, Wis.

FOR SALE—20-h.p. Otto gasoline engine, Engine is in excellent condition and just the thing for country elevator. The Wichita Mill & Elvtr. Co., Wichita Falls, Tex.

FOR SALE—15 h.p. Internat'l gasoline engine in A1 shape, been running 6 mo. Price \$350. Reason for selling installed motor power. An excellent engine for country elvtr. Henry Lesch & Co., Washburn, Ill.

FOR SALE—One 20 horse power Muncie Crude Oil Engine in first class running order; used 2 years. Cost \$725.00; will sell for half price. Replacing with a larger machine. H. G. Pollock, Middlepoint, Ohio.

For SALE—30-h.p. Vaughn Gearless gasoline engine, almost new. Have installed electric motors. Also large shaft and friction clutch for engine complete. Star Elevator, Eaton, Ohio.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

## GASOLINE ENGINES FOR SALE.

- 44 H. P. Fairbanks-Morse.
- 25 H. P. Columbus.
- 25 H. P. Fairbanks-Morse.
- 22 H. P. Fairbanks-Morse.
- 15 H. P. Fairbanks-Morse.
- 12 H. P. Fairbanks-Morse.
- 6 H. P. Fairbanks-Morse.
- 4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

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Operators of gasoline engines who encounter difficulties in the care or operation of gas or gasoline engines will find each of the following books of great assistance.

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GAS ENGINE TROUBLES AND REMEDIES, by Albert Stritmatter, Price \$1.00.

THE PRACTICAL GAS AND OIL ENGINE HANDBOOK, by L. Elliott Brooks Price \$1.00.

For any of the above address

## Grain Dealers Journal

La Salle St.

Chicago, Ill.



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OF THE

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Broadway  
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**GRAIN WANTED.****HAY AND GRAIN WANTED**

Wheat, Corn, Oats, Hay, Straw, Milling  
Buckwheat, Bran, Middlings, Red Dog,  
Potatoes. C. T. HAMILTON, New Castle,  
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**SEEDS FOR SALE.**

GERMAN MILLET is our specialty and  
we are now in position to supply your  
trade with car lots or less; sample on re-  
quest. D. H. Clark, Galt, Mo.

**FOR SALE.****Big English Clover Seed.**

I have some pure home grown Big En-  
glish clover seed for sale, free from Buck-  
horn or any foreign seeds; ask for sample.  
H. G. Pollock, Middlepoint, Ohio.

**SEEDS FOR SALE.**

PURE BRED seed corn for sale. We  
have Dak. Yellow Dent and Minnesota No.  
13. Union Grain & Seed Co., Madison, S.  
Dak.

FOR SALE—Timothy Seed, Medium  
Clover, Alsike Clover—ask for price and  
sample. Friedley Bros., Carrothers, Ohio.

CLOVER SEED wanted. Have buyers  
for car lots or less, clover. Mail samples  
and offers. G. S. Mann, Postal Tele. Bldg.,  
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FETERITA SEED FOR SALE—Pure  
Feterita and Dwarf Maize seed, write for  
samples and prices. State quantity want-  
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**The Toledo Field Seed Co.****Clover and Timothy Seed**

Consignments solicited. Send us your samples.

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We are Buyers and Sellers of Timothy, Clover, Millet and other  
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for our Wholesale Garden and Field Seed Catalog.

L. L. MAY & CO.,

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Clover  
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**SEEDS**

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**ALFALFA AND  
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Also dealers in Alsike  
Clovers, Timothy, Mil-  
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You will find us willing to pay  
top prices for quality seeds. Write  
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**ROSENBERG & LIEBERMAN**  
Founded 1860 Milwaukee, Wis

**Have 10,000 Bu. CHICKEN FEED WHEAT on hand**  
Wire or Write for Samples and Prices

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**SEED CORN****GUARANTEED**

All Seed Corn sold by us subject approval upon arrival.  
Ten days granted for inspection. Send for catalogue.

**GOULD GRAIN CO.**

MINNEAPOLIS, MINN.



# SEEDS FOR SALE—WANTED

## SEEDS FOR SALE.

**FOR SALE**—Alfalfa seed. Right kind of seed at the right price; send for sample and price. E. G. Raymers, Marquette, Nebr.

## SEED FOR SALE

Genuine White Biennial (Melilotus Alba) Sweet Clover, also alfalfa, timothy and clover. O. M. Scott & Son, 10 Sixth St., Marysville, Ohio.

**FOR SALE**—Wisconsin grown Medium Red, Alsike and White Clover seeds, in car lots or less. We can save you money on your purchases. Pick Brothers Co., Wes. Bend, Wisconsin.

**FOR SALE**—Choice early varieties Northern Grown Seed Corn, Minn. 13, Early Murdock, Early White Dent, Ried's Early Yellow Dent, at \$1.50 f. o. b. Parkston. Special prices in car lots. Send money with orders. Charles Zehnpfennig, Parkston, S. Dak.

## WE BUY AND SELL

Clover, Timothy, Alfalfa, Millet, Seed Grain and Seed Potatoes.

*Our Specialties*—Wisconsin Pedigree Grains and Wisconsin Grown Seed Corn.

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MADISON WISCONSIN

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**1521-35 S. Peoria St.  
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ILL.**

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**FOR SALE**—Cow Peas and Sweet Clover. P. L. Zimmerman Co., St. Louis, Mo.

## SEED CORN FOR SALE.

I have 4,000 bushels Reid's Yellow Dent at \$3.50 per bushel. Orders filled as received. Clarence T. Walton, Champaign, Ill.

## FOR SALE.

**RED CLOVER SEED AND WHIPPOORWILL PEAS.**

**HORNER ELEVATOR & MILL CO.,  
LAWRENCEVILLE, ILL.**

**FOR SALE**—Choice Selected Seed Corn suitable for Illinois, Iowa, Nebraska, Kansas and Missouri. Yellow and White varieties. Prices right. Write for particulars.

**The McCaull-Webster Elevator Co.,  
Sioux City, Iowa.**

**SEED BUYERS AND SELLERS** can quickly sell and quantity, or buy any amount or quality by making their want known through an insertion of an advertisement in the "Seeds For Sale" columns of the Grain Dealers Journal, Chicago.

## SEEDS FOR SALE.

**SWEET CLOVER SEED**, white and biennial yellow. Prices on request. Bokhara Seed Co., Box 93, Falmouth, Ky.

## SEED FOR SALE.

German Millet, Timothy, Sapling, Medium Red and Alsike Clover, Cow Peas. Cane Seed and Seed Corn of all varieties.

We will buy Oats, white and black mixed, bulk cars, mail samples and lowest prices.

**Wood, Stubbs & Co.,  
Louisville, Ky.**

**WHITE SILVER MINE SEED CORN FOR SALE 1912 CROP**—I have 4,000 bushel choice white seed corn for sale at \$2.50 per bushel f. o. b. this station. No charge for sacks. This corn is shelled, well graded and thoroughly tested and found very high in germination. Cash with all orders. Special prices on 100 bushels lots and over.

**H. T. Walton, Grain Dealer,  
Mayview, Ill.**

# SEEDS

**Grain, Clover and Grass Seeds,  
CHAS. E. PRUNTY,**

**7, 9 and 11 South Main St. SAINT LOUIS**

## KINSEY BROS.

**GRAIN, HAY and SEED MERCHANTS  
Field Seeds a Specialty**

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Form 10 is a duplicating contract book, containing 100 original and 100 duplicate contracts for contracting the purchase of grain from farmers; originals and duplicates are printed on bond paper of different colors, with spaces on the back of the leaf for entering grain delivered on the contract. By using a sheet of carbon paper between the original and the duplicate, each entry on one is duplicated on the other. The contracts are numbered in duplicate. Check bound, size 5 1/4 x 8 1/2 inches. Machine perforated. Price with four sheets of carbon paper, \$1.00.

## GRAIN DEALERS JOURNAL

**315 S. La Salle Street Chicago, Ill.**

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Clark's Vest Pocket Grain Tables reduce pounds to bushel on any number of pounds from 10 to 100,000. Printed on ledger paper in red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions: Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs. Timothy Seed at 45 lbs.

These tables are bound in heavy manila and form a thin book 2 1/2-in. wide by 8 1/2-in. long. Price 50 Cts. Address **GRAIN DEALERS JOURNAL, 315 So. La Salle Street, CHICAGO, ILLINOIS**



Timothy—Red Clover—Alsike—  
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Clover—Canada Bluegrass—Ken-  
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**Correspondence Invited**

**ALFALFA**  
THE GREAT SOIL IMPROVER

**GROWING EASY  
With NOD-O-GEN**

NOD-O-GEN is a pure culture of living bacteria for inoculating alfalfa seed. Its use makes the chances of success with alfalfa 60 per cent greater.

NOD-O-GEN IS FREE. With each bushel (60 lbs.) of Ace, Pine Tree or Globe brand alfalfa seed we supply enough Nod-o-gen culture to inoculate the seed.

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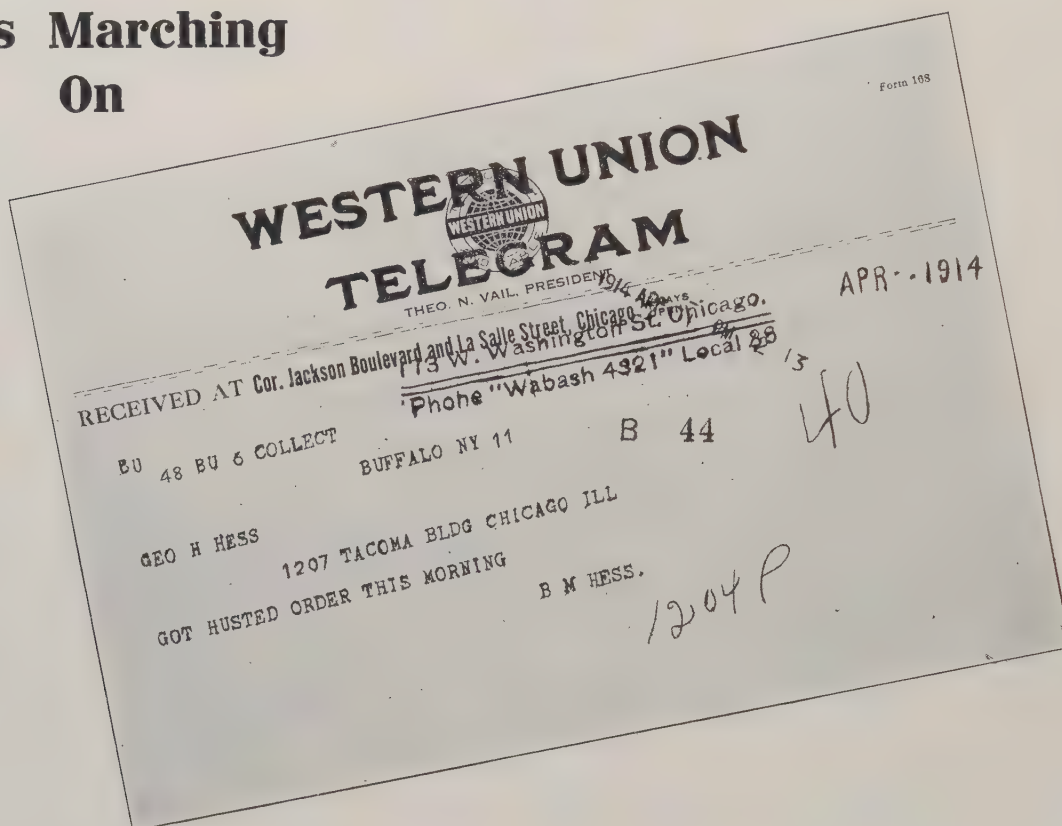
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Which means that The Husted Milling Company of Buffalo has ordered a Hess Drier and Cooler of 36,000 bushels daily capacity for its new plant.

This award, after the purchasers' former use of and acquaintance with other driers, is quite significant.

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economical and efficient, write—wire—or telephone. We're at your service.

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Ask for free placards or celluloid pocket cards—with Federal Corn Grades. You'll need them soon. The law goes into effect July 1.



## GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

315 S. La Salle Street, Chicago, Ill.

CHARLES S. CLARK, Manager.

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### THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

### LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 3, 1898.

CHICAGO, ILL., APRIL 25, 1914

THE PROPOSED charge for spotting cars has not yet been passed upon by the Interstate Commerce Commission, and it would do no harm for shippers everywhere to protest against the exaction.

"MR. CHAIRMAN, I would like to be informed as to the route of this system of which we have been hearing so much—this C. L. and L. C. L. Railroad." —(From the minutes of a recent meeting of the Illinois Public Utilities Commission.)

SENATOR M'CUMBER'S grain inspection bill is about as far from enactment as ever, and it seems positive now that the pushing of the Lever bill, H. R. 14493, by the agricultural department will end permanently McCumber's long drawn out agitation.

FREE storage has always been a great burden upon the country elevator business, and it seems particularly unfortunate that the public utilities laws enacted by various grain surplus states did not make it necessary for all warehousemen storing grain for farmers to insure it and hold it in store until the farmer sold it. With such regulations the elevator men who now permit themselves to be driven into giving away their storage room would be forced to charge such a fee for storage that the practice would soon be terminated.

THE MEXICAN demand for United States corn and wheat has been temporarily suspended because the greasers have taken a sudden dislike for our products.

SOME of the crop experts who have been seeing green bugs in the Southwest will now admit that what they saw may have been merely the banner bearers of the advance guard of the invading hosts from Mexico.

NO country grain dealer can afford to post in his office a recitation of dishonest practices indulged in by grain growers when marketing their product. First, it is a reflection upon the honest farmers, many of whom will rightfully object to the insinuation; and to the dishonest farmer it will merely suggest new ways of imposing upon the grain buyer.

THE POMERENE bill, S. 387, now pending in the Senate, is of more importance to the grain shippers of this country than any transportation legislation proposed in an age. If enacted without amendment the bill is sure to protect shippers in many of their established rights and to prevent railroads in the future infringing upon those rights. Write your Senators in support of it.

SHIPPERS to Kansas City do not seem to have much use for the services of the Kansas state inspection department, as they paid the department only \$8.45 in fees during February, hardly enough to buy a spittoon for a politician. If the grain trade could dispense with the services of the politicians everywhere they would be much better off. Men should be employed to grade grain by reason of their ability to classify it correctly, not because of their influence in their ward.

A FIRM at Walker, Ia., is trying to conduct a grain business without account books of any kind and without any trade publications to post it regarding what is going on in the business outside its own office. It is easy to measure their success in advance of their displacement by some firm enterprising enough to handle the business that comes to them in a methodical, accurate manner, and to keep posted regarding what is going on in the business. To advance one must read and study.

ADVOCATES of pay by railroads to shippers for cooping their cars will be delighted to know that a jury in the district court of Hutchinson, Kan., last week awarded the Rock Mill & Elevator Co. \$3,076 in its suit against the Santa Fe for coopeage under the tariff existing between 1908 and 1911. While it is not certain they will be able to collect the full amount of the verdict, as the defendant may appeal, it is decidedly encouraging to learn some shippers are determined to demand what is properly due them under existing tariffs.

CROP REPORTS from dealers everywhere, published elsewhere in this number are so optimistic none, and especially none who are discouraged or disheartened, can afford to deny themselves the pleasure of reading them. After doing so, write us the conditions in your own section.

IT IS indeed gratifying to note the large number of elevator men who resolve to prevent being forced out of business in the future by a fire. Recently we have received communications from three different elevator men detailing particulars regarding the fireproof elevators they propose to build to replace the smouldering ruins of their old wood plant. If more of the owners of frame houses would strive to eliminate many of the dangerous fire hazards of their plants, fewer fires would occur and elevator men insured in mutual companies would profit thru reduction in the fire hazard.

SEED corn will need more careful selection this spring than ever because the last crop of corn was gathered in such poor condition that most of it is unfit for seed. The less attention country grain buyers give to the education of farmers in this matter of careful selection of seed corn, the more attention must they give to the corn they buy next fall, because where farmers find it necessary to replant several times before getting a stand, much of the corn is sure to be so late it will not mature or cure perfectly, hence will heat and make trouble for the grain buyer.

SHIPPERS who depend upon the local station agent for rates must expect occasionally to be grossly mislead, and those situated at competing points are very likely to be misinformed more frequently because the eagerness of the station agent to get business away from the competing line will often lead him to quoting a rate lower than the scheduled rate, with the full knowledge that shipper must pay the legal rate regardless of the rate quoted. Notwithstanding every suit brot to recover freight charges collected in excess of the rate quoted has failed, the S. C. Bartlett Co., of Peoria, recently brot suit against the C. P. & St. L. and the L. & N. railroads to recover \$3,118.20, alleged to be excessive charges in interstate commerce on seventeen cars of oats shipped from Peoria to Birmingham, Ala. Plaintiffs were quoted a rate of 15c per 100 lbs., but railroad at destination point collected 27c, which shipper claims was excessive. It might be possible that shippers who are misled through misquotation of freight rates by railroad agents could recover through a suit for damages easier than through a suit to recover overcharges when the freight collected was the legal rate.



AMONG a number of shingle roofed elevators which have recently been sacrificed to sparks from passing locomotives is that of E. Haugens, at Evans Station, near Wenona, Ill., on the C. & A. R. R., which recently went up in smoke, together with 22,000 bus. of oats and 8,000 bus. of corn. So much evidence has been presented to prove the hazardous character of the shingle roof elevator that the man who covers his house with this kind of roof, or even permits it to stay covered with a shingle roof, is really inviting a fire.

SAVANNAH, Ga., will soon have a new grain inspector, the old one having refused to inspect grain for members of the Board of Trade unless they were also members of the Grain Exchange by which he was employed. It is to be hoped that the trade will not be handicapped by the establishment of two inspection departments. Every market which has been forced to struggle along with two departments has experienced much difficulty in unraveling the misunderstandings, disputes and controversies naturally arising from the two departments.

THE POSTOFFICE department is credited with helping to pull Illinois out of the mud. The Postmaster General has circularized Illinois postmasters calling attention to the state's "Good Roads Day," and he has also sent a circular to rural letter carriers requesting them to urge farmers to drag their dirt roads and make other improvements which will facilitate the delivery of mail. The better the roads leading to any market, the more days of the year will that market be accessible to grain growers who have products to sell, so it behooves the grain dealer to be an active participant in all good road movements.

POORLY built elevators are never a profitable investment, as is clearly emphasized by an Iowa dealer who tells in the news columns this number of the letting of a contract for a new elevator to replace a house erected nine years ago. Think of it. An elevator which was properly built and up-to-date nine years ago would be a very desirable building at most stations, but this progressive company does not propose to place its business and the life of its employes in jeopardy by using an old, tumbledown house that threatens to go to pieces at any minute.

BOSTON dealers are much disturbed because boats from the Argentine, carrying mixed cargoes of corn and merchandise, have unloaded their merchandise on the Boston wharves and then carried the corn away to other ports, principally because Boston has no facilities for unloading corn, and the freight rates from Boston to interior points made it impossible for the dealers of that port to compete with the other markets in handling imported grain. The new tariff has worked so many changes in the grain trade that it will require several seasons for dealers everywhere to become adjusted to the new conditions.

MINNESOTA elevator operators will very likely keep their houses closed even more of the time than at present if the 48 hour a week labor bill now being pushed upon the public's attention by the labor unions becomes a law. At many country stations the grain buyer often finds it necessary to come back after supper during the busy season to receive farmers' grain or make out reports. If he were limited to eight hours a day it might be necessary to employ two men at a station and neither of them would receive very much compensation, so that in the end it would work to the disadvantage of all concerned.

WISCONSIN tax rates effect such a heavy burden on grain in elevators on May 1st that elevator men of that state will see to it that the amount is very small. The law requires the assessment of all grain in store on that day at its full valuation, and as it is an easy matter for the assessor to learn the exact amount in store and the market value the tax will be very heavy. The elevator companies of Superior, in fact, expect their tax this year to amount to 2c a bushel and possibly more. It is but natural that this should drive grain from Superior and any other point where the assessor is disposed to enforce the law.

SHIPPERS will not have to pay for railway tariffs, as was planned by Southwestern roads. The activity of the National Industrial Traffic League forced the carriers to abandon this idea. The roads coolly proposed to add something near a million dollars to their revenues by requiring the public to pay for information to which it is entitled. The railroad cannot be held responsible, outside of a nominal fine, for any errors it may make in quoting rates, and yet it wanted to charge the shipper who sought to obtain the necessary tariffs to look up his own rates. The next step in this march to "higher efficiency" would be to collect a fee from each shipper impudent enough to ask how much his freight bills amounted to.

BULK handling of grain continues to gain friends in the Pacific Northwest and a committee appointed some time ago to investigate the saving which would be effected by the general adoption of bulk handling facilities has estimated that the cost of getting Oregon's crop from the farm to the seaboard would be reduced \$660,000. This includes a charge of 1c per bu. for handling the bulk grain through country elevators and 11/15 of a cent for handling it through terminal elevators. When one takes into consideration the fact that the charges at many terminal elevators for elevation and 10 days' storage is 1/2c to 3/4c per bu., it will readily be seen that their allowance is far more than necessary for the mechanical work. The high cost of grain bags will soon drive the Pacific Northwest to bulk handling facilities and lumber is cheaper there than in any other section of the country.

MORE new, modern elevators are certain to be erected this year than ever before, if the early intentions of the members of the trade prove to be a correct reflection of their actions. The prospect for a bumper crop is so encouraging in every section of the land that it seems certain they will need greater handling facilities than ever, and to the credit of the progressive dealers, they are planning to provide larger and better facilities than ever.

EFFICIENT handling of grain is to be taught in the schools at Fort William, Ont., if rumor is correct. This is the first recognition of such a problem outside of the grain trade, and inasmuch as the elevators of Fort William and Port Arthur give employment to many men, it is very likely that many places could be found for more efficient help. The greater the efficiency the greater the economy in the handling of the grain. This will make it more advantageous for shippers to divert their grain to that port, so in the end Fort William will be rewarded for its far-sightedness.

IOWA has a law requiring coal dealers to issue scale tickets in duplicate, one to be delivered to the buyer, the other to be retained by the driver and returned to the office. The State Superintendent of Weights and Measures seems to consider all retailers of grain and feed equally amenable to the law, so it may be that in the near future all retailers will be required to issue their tickets in duplicate, as is now done by the coal retailer. It is unfortunate that the dealers should be under suspicion of giving incorrect weights, but if the public is suspicious the cheapest and quickest way to allay that suspicion is by giving a ticket with each load.

DISCOUNTS on off-grades have always proved a source of much irritation between buyers and sellers, and any suggestion looking to a reduction of these differences will prove most welcome to a majority of the trade. The supervisors of grain inspection of the Milwaukee Chamber of Commerce have presented a suggestion that they be permitted to determine whether the original grading was an apparent error and to fix the discount at which the grain shall be accepted. The New York Produce Exchange has a discount committee but the majority of track buyers are a law unto themselves when it comes to fixing the discount at which they will accept off-grade shipments to apply on contracts. The time is coming when shippers will be wise enough to refuse to permit buyers to have the entire say in fixing discounts. Evidently the discount at which grain of different grades will be applied must be fixed in advance, or else left absolutely to a committee of disinterested parties. It is natural that the track buyer should be very generous in his distribution of discounts when his profits are often dependent upon the degree of his generosity.



## Forged Bs/L.

Forged bills of lading have not caused the grain trade near the trouble naturally to be expected when the opportunity afforded by the free distribution of blank forms to all comers without question is taken into consideration. In the news columns of this number is told of one Missouri receiver who has just got out of the penitentiary, where he was sent because of his having pled guilty to forging Bs/L to the value of \$70,000, and in our New York news appears another item telling of the second verdict obtained by Otto Keusch against the Delaware & Hudson Ry. for the full amount of his claim—namely, \$163,261—which he advanced on Bs/L issued by the D. & H. Ry. to Durant & Elmore for grain it had never received.

Grain dealers have long asked that greater protection be placed about S. O. Bs/L in order that their forging may be made more difficult, but the railroads have persistently ignored all practical suggestions and continued without any hesitation to issue blank S. O. Bs/L to anyone who asks for them. It is interesting to contrast the action of many large banks which now refuse to issue blank checks even to men having large deposits without their written order or receipt for book containing checks numbered consecutively as specified.

While no doubt those who have preyed upon the banks and receivers through the medium of forged Bs/L would continue to impose upon them, still many would be deterred from committing forgery, were it not such an easy matter for them to obtain unlimited sums of money simply by writing someone else's name at the bottom of the B/L. A passenger ticket to the next station, value 11c, could not be obtained from a railroad agent under any consideration until it was paid for. That would be the railroad company's sure loss, but when it comes to blank Bs/L, one of which may represent \$10,000, anyone can get as many as they want.

CINCINNATI Chamber of Commerce has a new rule which requires interest to be charged on advances on consignments or purchases at the minimum rate of six per cent "to the date of weight certificate." When the car is unloaded and the grain weighed it is presumed that the buyer has had every opportunity needed to determine the quantity and the quality of the grain placed in the car, so that there will be no other come backs and it will be easy for the buyer to determine exactly what is due on the shipment. It has been the general contention that it is fair and equitable to charge interest on advances made against grain consigned for sale account of shipper, but that where grain is sold shipper's track, he is entitled to at least 80 per cent of its value, *without interest, after shipment.*

## The Grain Grades Act.

Last Monday delegates from a number of grain exchanges and grain shippers' associations met in this city and spent the day in discussing the Lever bill, H. R. 14493, which is known as the Grain Grades Act. As will be noticed by our report of the Chicago meeting and of the meeting in Washington yesterday, some important changes have been agreed upon by the organized trade and these recommendations will be presented to the sub-committee of the House, which was appointed to hold hearings on the bill beginning with next Monday.

Members of the trade who have any other suggestions to make regarding changes in the bill should forward their views immediately to the committee at Washington. In order that the new corn grades which go into effect July 1st may be fully effective, it is important that the Grain Grades Act be passed before that date so that supervision of the grading of corn by the federal government may be well established before new corn begins to move.

## Relief From Contract Jumpers Needed.

Contract jumpers—that is, firms who agree to sell or buy grain or hay at a stipulated figure and permit the other party to the contract to believe the contract will be fulfilled until a change in the market proved him to be contrary minded—are a curse to the business. Such irresponsibles should be published to the trade in order that others may avoid getting caught in the same trap. If the reputable firms of the business would get together and organize a "golden circle," the shysters would be more careful about ignoring or refusing to abide by the terms of their contracts. True, it is not always easy to determine who is right and who is wrong in disputed cases, but an arbitration committee of well-posted dealers would soon determine who was at fault.

At present the slippery firm which is not disposed to abide by its contracts simply ignores the other party thereto and reaps the profit of a change in the market, or at least suffers no loss by reason thereof; and inasmuch as firms of this character are not even penalized beyond the loss of the other man's trade, they start right out to do someone else with the same trick. This custom of the trade encourages them to keep up their sharp practices. If the market goes their way they fill the contracts; if it don't they simply let the other dealer hold the bag. The elimination of even seventy-five per cent of the contract jumpers would make the business so much safer than it is at present that the majority of grain dealers would never get gray or lose their hair.

## Coming Conventions.

May 7-8.—National Ass'n of Managers of Farmers Co-operative Companies at Sioux City, Ia.

May 11.—National Alfalfa Millers' Ass'n at Wichita, Kan.

May 19-20.—The Oklahoma Grain Dealers Ass'n at Oklahoma City, Okla.

May 21-22.—Texas Grain Dealers Ass'n at Fort Worth, Tex.

May 22-23.—American Feed Manufacturers Ass'n, at Auditorium Hotel, Chicago, Ill.

May 26-28.—Kansas Grain Dealers Ass'n will hold its annual meeting at Kansas City.

May 27-30.—Millers National Federation at Old Point Comfort, Va.

June 2-3.—Illinois Grain Dealers Ass'n at Cairo, Ill.

June 11-12.—Wichita Board of Trade annual gathering at Wichita, Kan.

June 15-16.—Council of Grain Exchanges at Buffalo, N. Y.

June 17-18.—The Ohio Grain Dealers Ass'n at Cedar Point, O.

June 23-25.—American Seed Trade Ass'n at Washington, D. C.

June 24-25.—Mid-summer meeting of Indiana Grain Dealers' Ass'n at Indianapolis.

July 14-16. The 21st annual convention of the National Hay Ass'n will be held at Cedar Point, O.

Oct. 12-14.—Grain Dealers National Ass'n at Kansas City, Mo.

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

G. N. 208614 passed thru Macksville, Kan., Apr. 23, eastbound, leaking wheat on right side, 4 ft. from end, faulty floor.—R. A. Northrop, mgr. Farmers Co-operative Ass'n.

C. & N. W. 78736 passed thru Hinton, Ia., on I. C. freight train, Apr. 22, leaking yellow corn badly at drawbar.—P. P. Wermerskirchen, agt. Edmonds-Londregan Co.

C. & N. W. 89760 passed thru Modale, Ia., Apr. 17, southbound, leaking corn under drawbar. No chance to repair.—R. C. Hartsock, agt. Nye-Schneider-Fowler Co.

C., B. & Q. 112030, southbound, passed thru Essex, Ia., Apr. 16, loaded with yellow corn. One door open but not leaking. If this car is destined for St. Joseph, as we think, it will surely have bad luck, as we have had some experience there ourselves.—A. M. Stearns & Sons.

C. N. & R. 59076, eastbound, passed thru Hampton, Ia., on G. W. Ry., Apr. 16, leaking wheat from side of car between sheathing and sill.—J. A. Carden.

C., M. & St. P. 61066 was set in at J. J. Badenoch's elevator, 17th and Robey Sts., Chicago, at 10:40 a. m., Apr. 14, leaking oats at drawbar. All four sides of car bulged; ticketed "Bad order, to shops for repairs."—R.

G. N. 207686 passed thru Big Sandy, Mont., westbound, Mar. 31, leaking wheat under side door post.—W. A. Schurmann, agt. Rocky Mountain Elvtr. Co.

I. C. 39642 passed thru Rockwell City, Ia., Mar. 22, leaking mixed corn at side of car opposite trucks, side being sprung out and side sill split. Car was repaired by R. R. men but the loss must be heavy.—C. W. Kellogg, mgr. Rockwell City Elvtr. Co.



## THE SAD TALE OF IMA Hogg.

In the Village of Graitown on the N. G. Railroad there once dwelt three little Bears, who were engaged in the grain business. Happy and contented were these three Bears, free from the worry of strenuous competition, satisfied with a small but safe margin, and prosperous thru honest dealing and careful management.

Into the Bears' grain office one day walked the village dude, Ima Hogg. He informed them that he had just inherited his father's fortune and intended to enter the grain business. He had already achieved local fame as an expert cigaret roller and billiardist and was now anxious to win laurels as a business man and financier. He selected the grain business as a starter because it was so gentlemanly and so profitable. Its complete freedom from manual labor was its most attractive aspect to Ima. Before leaving, he assured the Bears that grain buying would only be a temporary business with him. After he had made a few hundred thousands, he would withdraw to larger fields of business activity; and the Bears could then re-open their elevator if they desired.

Hogg purchased the old Hawkins elevator, a decrepit wreck that had lain idle for twelve years. He purchased a lot of mahogany-finished office furniture, a brass cuspidor and an oriental rug; and painted his name in large letters on all four sides of the elevator.

Then Hogg went after the grain. He bot right and left; if the farmer would not sell at one price, he would at another. Hogg was determined that there should be but one grain buyer at Graitown; that he would get all of the grain or none. Before he had been at the game two weeks, he felt sorry for the Bears. They were getting not a bushel. Hogg was kept busy taking care of the wagons that were lined up in front of his plant.

One day the wagon scale refused to work; and the elevator belt broke in a choke-up. Hogg's assistant had formerly been a farmhand and knew nothing about elevator machinery. Hogg finally made an arrangement with the Bears to handle

the grain he had already contracted for, at a flat rate of 4c a bushel.

He wired an elevator contractor and soon had a force of workmen on the ground to fix up his house. In the meantime, his returns from the commission houses proved most unsatisfactory. Hogg saw that he would have to obtain higher prices for his grain in order to break even; and was in a quandary until he received a track bid from a concern in Indiana, offering a price  $1\frac{1}{2}$ c above all of the other bids. He had found a solution to all his difficulties.

As soon as the plant had been patched up into operating condition he began buying grain again with a big whoop. Car after car was pulled out of the Hogg siding, destined to the liberal bidder down in Indiana.

Hogg was jubilant. He was now able to buy grain at prices the Bears could not touch. He was getting every bushel marketed. He wanted to drive the Bears out of business in the quickest possible time; then he could make his margins as liberal as he wanted them. Was that not the way John D. Rockefeller made his millions?

In due time Hogg received the first letter from his track bidder. The letter reported the sad fact that the first car of wheat had arrived short 50 bushels. The following letter reported that two cars of corn had failed to grade. For a week he received letters reporting shortages and grain out of condition on every car of grain he shipped. The checks enclosed were disappointingly small.

The following week he waited for four days without getting a word. Even the track bids failed to show up. He wired a lawyer in Indiana, asking him to investigate. He received the following reply:

"Getthemoney & Beatit have vanished. Left assets consisting of office furniture worth twenty-six dollars which has been seized by landlady for board bill. Left no address."

Peace again reigns supreme in the Village of Graitown. The three little Bears are once more happy and prosperous, free from the worry of strenuous competition. The old Hawkins elevator is sinking back to its previous dilapidated condition; and

Ima Hogg is busy unloading coal for the three little Bears and saving his money in order to trace Getthemoney & Beatit and regain part of his lost inheritance.

Washington, D. C., Apr. 21.—Preliminary figures of production in Argentina are: wheat 117,581,000 bus.; oats 50,981,000 bus. and maize 326,258,000 bus.—International Institute at Rome.

### RICE CROP REPORT.

Crowley, La., Apr. 21.—Rice seeding is now on in full force but late; acreage will be 20 to 25% less than last year.—C. F. Matthews, Matthews Feed & Storage Co.

### New Receiving Firm at Cincinnati.

Dan B. Granger, for many years manager of the Union Grain & Hay Co., at Cincinnati, O., will engage in the grain commission business on his own account.

Beginning as office boy Mr. Granger has been stenographer, elevator clerk, receiving clerk, traffic manager and grain salesman, in the latter capacity gaining a valuable acquaintance with buyers of grain and hay. Mr. Granger has always had high ideals of commercial ethics, and has made many friends for the old firm during his long connection with it; but feels that by doing a commission business purely he will be able to give unquestioned service to his patrons.

He has associated with him in the new firm of Dan B. Granger & Co., an experienced salesman in the person of Louis McGlaughlin, and will endeavor to build up a business in grain, seeds, hay and millfeeds on the commission basis. His many friends predict a success from the outset.



Dan B. Granger, Cincinnati.

This Contract, made and entered into this ..... day of ..... 191 ..  
between BOSWELL GRAIN COMPANY, party of the first part, and .....  
party of the second part: witnesseth, that the said party of the second part has this day bargained and sold and  
does hereby bargain and sell to the said party of the first part .....  
bushels of .....  
to be delivered in good merchantable order and condition by the said party of the second part to the party of  
the first part at his grain elevator in Boswell, Indiana, on or before the ..... day of .....  
191 ....., for which grain the party of the first part agrees to pay the party of the second part as follows, to-wit:

on the day of delivery, less any advancements which may have been made on this sale.

In testimony whereof we have hereunto set our hands this ..... day of ..... 191 ..

This grain is now on ..... Farm, ..... Township, ..... County,  
State of Indiana, and is free from all liens and encumbrance of any kind.

Received this day on above sale ..... DOLLARS,  
on which ..... agree to pay ..... interest until the grain is delivered, without  
any relief whatever from valuation or appraisal laws, and attorney's fees.

\$.....

Form Used by Boswell (Ind.) Grain Co., in Contracting for the Purchase of Grain from  
Farmers.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### What Can Be Done With a Scooper?

*Grain Dealers Journal:* We have a scooper here who is doing no little damage to our business as he is springing the price of grain and making it inconvenient for us to operate. He has no elevator and no money invested in the business. Can anything be done to stop him?—F. E. Eyer, mgr. of John Parent Co., Hill Grove, O.

### Suggests Way to Eliminate Shortages.

*Grain Dealers Journal:* I notice A. E. G. in "Asked-Answered" columns of the Journal for April 10th is in trouble. I believe it behooves all grain shippers to use their influence in behalf of the establishment and maintenance of track scales by the railroad at every station shipping 50 or more cars of grain a year. Let the station agent weigh the car empty, and also after it is loaded, in the presence of the shipper or his representative. Then have a representative of the railroad at destination weigh the load in the presence of the purchaser, or one of his representatives.

In this way, I think we would practically eliminate all shortage troubles. I have dealt with different millers and elevator men who expressed their preference for an arrangement of this character. Many other buyers are perfectly satisfied to let well enough alone, which is very natural, as country shippers are compelled to accept their weights in settlement.—Yours for fewer shortages, Sunflower.

### Law on Cleaning and Weighing Grain at Points of Origin.

*Grain Dealers Journal:* What are the lately established requirements by grain exchanges and seed commissions for the weighing, milling and cleaning of grain at points of origin? Is this information in a compiled form, if not I would be glad to learn thru the Journal who can supply me with it?—Joseph P. Tracy, Commissioner of Commerce and Manufacture, City of Lethbridge, Alberta, Canada.

*Ans.:* None of our grain exchanges attempt to regulate in any way the milling of grain. Several have established charges for cleaning, clipping, blowing and scouring grain, but these charges have been arrived at after conferences between the elevator operators and grain dealers, so that in reality the exchanges have little to do with the establishment of the rates.

In Chicago, St. Louis, Kansas City, Omaha, Sioux City, Milwaukee, Memphis, and Peoria, the board of trade or grain exchange maintains a weighing department, but its deputy weighmen are in reality not weighmen at all, but tally men who witness, or it may be at times supervise, the weighing by the employees of the grain elevator. Certificates of weight are issued by the department and the service is charged for by the department, which frequently tests scales and inspects sprout-

ing, cars and bins, and guards against leaks and petty thefts.

The Chicago weighing department also inspects and tests the scales of country dealers in hope of assisting them to a determination of the correct weight of grain placed in cars, so as to minimize the friction between shippers and receivers.

In Minnesota the weighing department is under the control of the Railroad and Warehouse Commission, but the department performs about the same service for the trade as the grain exchange weighing departments do in other markets.

### Does Four Months' Limit Apply on Cooperae?

*Grain Dealers Journal:* Does the tariff providing that claims shall be entered within four months after car was weighed up apply to claims entered for cooperae of cars whereby we are allowed 80c per car for cooperae during the years 1908-1911? It is almost impossible to do this where there are a number of stations.—L. Birkett, Luverne, Minn.

### How to Get Elevator Site.

*Grain Dealers Journal:* What proceedings shall I take in order to get a site for an elevator. The railroad claims that at all new stations there are 10 to 15 applications ahead of me.

Can a farmers elevator company get a site in preference to an independent company? Will a reader of the Journal please advise me thru "Asked-Answered" column?—J. A. Hage, Granville, N. D.

*Ans.:* You should apply direct to the traffic manager of the railroad which is building the line, and it might be well at the same time to apply direct to the State Railroad Commission. The railroads have no right to discriminate against anyone in the granting of sites, but must grant them to a reasonable number of different applicants in the order of their application.

### Markets for Grain on Track.

Cash wheat markets during the past two weeks show no important change, the strength in foreign markets and the easiness on this side, which manifested itself earlier in the month, continuing right up to date. At Chicago, Apr. 25, a sale of 125,000 bus. of new hard winter wheat was made for export about July 31. Chicago also bot 50,000 bus. of hard winter to come from Kansas City.

Speculators are buying grain on track at Chicago, car lots of No. 2 red selling at 2 to 2½ cents over the May future, No. 3 at ¾ cent over, and No. 4 at 2 cents under. A half cent per bushel over July price is bid for No. 2 red soft, and hard winter, for July shipment. Altho the May delivery is at 5 to 6 cents pre-

mium over the July, arrivals of wheat at Chicago are not burdensome.

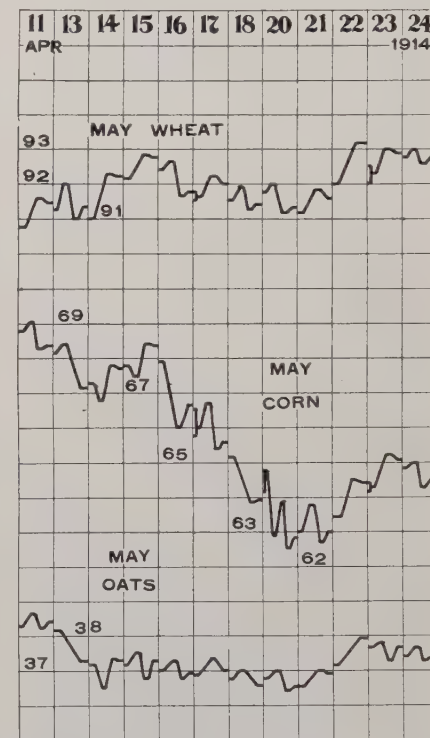
In corn the speculative conditions have completely overshadowed ordinary cash market influences, the clash between the Argentine surplus and our domestic scarcity becoming more acute. Arrivals of corn at the primary markets are light.

THE NEW YORK legislature has recently passed a measure intended to educate residents of farming communities as to the advantages of co-operative assn's, credit unions, etc., which carries an appropriation of \$20,000.

SEVENTY-FIVE MILLIONS of lady bugs will be let loose in the fields of California to drive out the obnoxious plant louse. State Horticulturist A. J. Cook has announced that he has that many for distribution to the farmers of the state.

## Chicago Futures

Opening, high, low and close on wheat, corn and oats at Chicago for two weeks are given below. For complete collection of similar Charts back ten years see The Journal's Chart Book.



### DAILY CLOSING PRICES.

The closing prices of wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

| MAY WHEAT.  |          |          |          |          |          |          |          |          |          |          |          |          |
|-------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
|             | Apr. 11. | Apr. 13. | Apr. 14. | Apr. 15. | Apr. 16. | Apr. 17. | Apr. 18. | Apr. 20. | Apr. 21. | Apr. 22. | Apr. 23. | Apr. 24. |
| Chicago     | 91½      | 91¼      | 92½      | 92¼      | 91¾      | 92       | 91¾      | 91¼      | 91½      | 93½      | 92½      | 92¼      |
| Minneapolis | 88¾      | 87½      | 88½      | 89½      | 88½      | 89¼      | 88¾      | 89½      | 89       | 91       | 90½      | 90½      |
| Duluth      | 90       | 89¼      | 89½      | 91       | 90¼      | 90½      | 90½      | 90¾      | 90¾      | 92½      | 92¼      | 91½      |
| St. Louis   | 90½      | 90¼      | 91       | 91¼      | 90½      | 90½      | 90¼      | 90½      | 90½      | 91½      | 91½      | 91½      |
| Kansas City | 83¾      | 83½      | 84½      | 84½      | 83¾      | 83¾      | 82½      | 83¼      | 84       | 85½      | 84½      | 84¼      |
| Milwaukee   | 91½      | 91¼      | 92¼      | 92¼      | 91¾      | 92       | 91¾      | 91¾      | 91½      | 93       | 92½      | 92¼      |
| Toledo      | 99¼      | 99¾      | 100¼     | 100½     | 98½      | 99½      | 98½      | 97½      | 97½      | 98¼      | 99       | 99½      |
| Baltimore   | 98¾      | 98½      | 98       | 98½      | 97¾      | 97¾      | 97¾      | 97¼      | 97¼      | 98¼      | 97¾      | 97¾      |
| Winnipeg    | 90½      | 90½      | 90½      | 90¾      | 90½      | 90½      | 90½      | 90¼      | 90¾      | 91½      | 91½      | 91½      |
| Liverpool   |          |          | 102½     | 103      | 102¼     | 102      | 102½     | 102½     | 102½     | 103¼     | 102½     | 103      |
| *Budapest   |          |          | 138½     | 138½     | 138½     | 139      | 139¾     | 140½     | 141¼     | 141¼     | 142½     | 143      |
| MAY CORN.   |          |          |          |          |          |          |          |          |          |          |          |          |
|             | Apr. 11. | Apr. 13. | Apr. 14. | Apr. 15. | Apr. 16. | Apr. 17. | Apr. 18. | Apr. 20. | Apr. 21. | Apr. 22. | Apr. 23. | Apr. 24. |
| Chicago     | 68¼      | 67½      | 67½      | 68¼      | 66½      | 65½      | 63½      | 62¾      | 63       | 64½      | 65       | 64½      |
| Kansas City | 69½      | 68¼      | 68½      | 68½      | 67½      | 67       | 66½      | 63¾      | 64½      | 66½      | 67½      | 67½      |
| St. Louis   | 70½      | 69¾      | 69¾      | 70       | 68½      | 67¾      | 66½      | 65½      | 66¼      | 67¾      | 67¾      | 67       |
| †Liverpool  |          |          | 61½      | 61½      | 60¾      | 60¾      | 60       | 60¼      | 60¾      | 61½      | 61½      | 61½      |

\*April

†July.



## Letters From Dealers

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Not in Favor of Equity Society.

*Grain Dealers Journal:* I am not in favor of the Equity Co-operative Exchange Movement, altho there are some things in its favor. I enjoy the articles on both sides, but must be shown where it will benefit the farmers.—C. H. Nobes, mgr. Equity Elevator, Brantford, N. D.

### Economizes in Keeping Account of Grain Received.

*Grain Dealers Journal:* I use the grain receiving book, which is commonly known as the Grain Scale Book, for entering loads received from farmers, but instead of adding up columns only when the page is full, I make it a practice to add the entries in the gross, tare and net columns every five loads, and then I extend the net weights. I believe that this is more convenient and gives one a closer check on his receipts.

I put one check mark on the page to denote that the grain has been transferred to my stock account; another check mark to denote that the grain has been credited to the account of the seller. I use the card system in practically all my accounts and find it very convenient. If other dealers have any suggestions for improving the convenience or saving of labor of keeping farmers' accounts, I would like very much to see it in the Journal.—C. L. Wood, Armstrong, Ill.

### Insists on Fair Margin of Profit.

*Grain Dealers Journal:* I note that Mr. Railsback, of Ashland, has classed the banker as a disturber, and he is probably right.

I admit there are many men behind co-operative elevators—and for that matter, behind the old line elevators as well—who do not know how to buy grain. The man who tries to get a profit of 10 or 15 cents a bushel on every bushel he buys belongs to the past. Most buyers now are willing to pay the farmer a fair price for his grain. If elevator managers would listen to the views of Tom, Dick and Harry, they would always be paying more for grain than it is worth and none of them would last very long.

An Ashland man told me that he could get three cents a bushel more for corn seven or eight miles from that town, so I doubt that Mr. Railsback is hurt very much by new competition in his own town.

I have always felt that the bankers were entirely too eager to help start new elevators. Some towns already have too many houses. While some of the bankers may be willing to help finance a co-operative elevator, still none of them are willing to unload at such an elevator at a price anything under what they can get elsewhere. I insist upon buying wheat upon a fair margin of profit. If I can't buy it right, I will not take it in. I think every buyer should do likewise; then

there will be less friction in the trade and fewer elevator companies will go broke.—F. S. Staples, Lebanon, Nebr.

### Guarantees Weights.

*Grain Dealers Journal:* We note in the Journal that a great many other firms, like ourselves, have suffered loss by shortages occurring in transit. On the shipments we have had from one firm, however, the Cavers Elevator Co., we have usually an overage, and never a shortage, for the reason that their instructions to us are to make claims against them for damaged feed or shortage. They then forward check to cover our claim and they themselves handle the claim against the railroad company. It is a pleasure to do business with this kind of a firm.—Matthews Feed & Storage Co., Crowley, La.

### Careless Coopering to Blame.

*Grain Dealers Journal:* I notice many reports and letters on leaking cars. I believe that careless coopering of cars is the cause for practically all losses in transit. As proof that I cooper my cars carefully and that the effort is worth while, I submit the following record:

In two years I shipped 100,000 bus. oats and lost 241½ bus. I shipped 310,000 bus. corn and was short 51 bus. I collected from the railroad for about 40 bus. of grain lost in transit, thus my total shortage was considerably less than the ½ of 1% natural shrinkage, claimed by some railroads. In coopering cars we find newspapers are the best thing to fill cracks.—F. E. Davison, Rock Falls, Ill.

### The Shippers' Loading Card.

*Grain Dealers Journal:* I think the form which is shown in the Apr. 10 number of the Journal, page 548, by the Flanley Grain Co., is a good idea.

A lot of trouble that is now experienced could be avoided if all the state inspection departments would advise their inspectors to be on the lookout for one of these cards.

The trouble now is chiefly with barley, for unless the shipper has some way of thoroly mixing the grain at the time it is loaded he will sometimes be accused of plugging a car, whereas he is loading it out just as put into the bins. If a card of this description was used it would tell the inspector just where to look for grain that is of inferior quality, and thereby save in many cases a great deal of trouble and expense later.—H. N. Dahl, Minneota, Minn.

### Compensation for Coopering.

*Grain Dealers Journal:* I would like to know of some way to get just compensation from the railroad company for the labor performed in putting cars in proper condition to be loaded.

We have had to put in three to five hours' time coopering cars that are supposed to have been repaired and have come right out of the shops. Where the repair men have cut out the end doors is a crack large enough to let grain run out as fast as you can shovel it in. The corners are not properly matched, and the floor is in bad shape.

Without attempting to clean out the refuse in cars, they have attempted to cooper. The railroad companies send us these cars to be loaded. Cars that we would absolutely refuse now, we had to accept for loading last spring to keep our grain moving.

It seems to me that we are entitled to some compensation for doing work that should have been done by the railroad employes. Some of the claims for recompense which were for small amounts that we have made have been paid, and some have been refused. We are entitled to payment of all of them.

I do not know how other shippers on the Illinois Central and Northwestern find conditions, but if conditions are the same with them as with us I think it is time to have something done to adjust matters.—T. F. Dahl, mgr. for H. N. Dahl, Minneota, Minn.

### Lost By Shipping to Interior Dealers.

*Grain Dealers Journal:* I believe that if interior shippers had some means of learning of the character and the responsibility of interior buyers, more business would be conducted direct. Some time ago I shipped a number of cars of grain to interior parties to whom the grain had been sold by a broker acting as my agent.

Nearly every one of the buyers came back with a complaint of some kind—shortage, dirty car, or poor quality. Inasmuch as I had not been having complaints of this character from others to whom I had shipped grain, I doubted there were any grounds for the complaints. So I quit shipping on the broker's orders.

The broker has three claims that he keeps sending to me, but I have refused to pay, because they are not just claims. They are for shortages for which I have offered to furnish certificates of weight with affidavit that full amount was placed in car, so that he can collect his loss from the railroad, but he ignores my suggestion.

One split shipment of oats and corn, which I sent east on his order, was eleven days in transit. Upon its arrival at destination the corn was reported hot. Doubting this to be true, I immediately went to inspect the car and found the corn a little warm in one spot. The buyers refused to touch the shipment unless I reduced the draft \$148.15. This I agreed to do, providing the buyer would unload the grain promptly and if it turned out better than he claimed it would he should mail me a check for the difference. Two loads of the corn which were removed while I was there, cooled off quickly and proved to be as sweet as any corn.

The buyer sent me a check for \$100, but that was not enough. If I had not hastened to destination and inspected the corn myself, I presume I would have been out the full amount claimed by the buyer. However, I presume that these experiences are to be expected when we attempt to deal direct with interior dealers. He can go elsewhere for the next shipment.

If any experienced shippers can point out how we can ship to interior points and still escape these heavy losses, I will greatly appreciate it.—Ohio Shipper.

BRISTOL has become one of the leading grain ports of England, its imports of grain having increased 60 per cent during the last five years, getting the larger share of the shipments from Canada. Exports of grain from Montreal during the season from May to November, 1913, were divided as follows: Bristol, 10,726,371 bus.; London, 8,607,371 bus.; Glasgow, 6,525,992 bus.; Liverpool, 4,572,389 bus., and Manchester, 4,342,490 bus.



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### CALIFORNIA.

Los Angeles, Cal., Apr. 14.—A larger yield of barley, wheat and oats from southern California is before us than we have had for years.—David W. Crane.

### CANADA.

Calgary, Alta., Apr. 14.—Outlook fine for large wheat crop.—C. Barkoff.

### COLORADO.

Haxtum, Colo., Apr. 20.—Spring wheat acreage 10% increase over 1913; seeding about done; winter wheat condition, 95%.—H. E. Robbins, agt. O. L. Mitten Grain Co.

### DELAWARE.

St. Georges, Del., Apr. 20.—Growing wheat looks fine; hope for large yield.—J. C. Stuckert.

### IDAHO.

Ucon, Ida.—Spring wheat all planted; coming up; prospects favorable.—Ucon Mlg. & Elvtr. Co.

American Falls, Ida., Apr. 20.—Prospects for fall and spring grain excellent.—Inter-Mountain Mlg. Co.

### ILLINOIS.

Atwater, Ill., Apr. 17.—Wheat prospect best ever.—W. L. Enslow.

Elwood, Ill., Apr. 6.—Farmers will be sowing oats next week.—J. C. Beattie.

Melvin, Ill., Apr. 10.—No oats seeded yet; ground wet and cold.—Wm. Wheeler.

Ransom, Ill., Apr. 3.—No oats sowing yet.—F. C. Allen, mgr. Farmers Elvtr. Co.

Decatur, Ill., Apr. 7.—Oats seeding awaiting favorable weather.—Conley, Quigley & Co.

Wolf Lake, Ill., Apr. 21.—Growing wheat looking fine; expect good yield.—H. E. Combs.

Fisher, Ill., Apr. 2.—Crop past year poor quality; no seeding or farm work begun.—John Reardon.

Alexander, Ill., Apr. 18.—Wheat acreage average; best prospect in 20 years.—Fred B. Six Grain Co.

Bluff Hall sta. (Payson p. o.), Ill., Apr. 18.—Wheat acreage largest ever sown; prospect never better.—J. E. & R. Hood.

Clinton, Ill., Apr. 7.—Some farmers have sowed oats here; all work stopped again by unfavorable weather.—A. McArty, mgr. Conley, Quigley & Co.

Alvin, Ill., Apr. 3.—Wheat looking fine; acreage same as usual; farmers anxious to sow oats as soon as weather permits.—F. E. Yeazell, mgr. Farmers Elvtr. Co.

Albers, Ill., Apr. 17.—Wheat acreage larger than 1913; prospect 95%; none plowed up; some damage by Hessian fly reported; oats seeding is almost finished.—Wm. Netemeyer.

McClure, Ill., Apr. 6.—Wheat acreage same as last year; condition good; do not think there will be any plowed up; corn and oats acreage same as last year.—A. T. Sams, Carbondale Mill & Elvtr. Co.

Gibson City, Ill., Apr. 20.—Ground has never worked as good in central Illinois as it has this year; oats all in; need light rain now; oat prospects bright; need good oat and corn crops this year, as farmers are living on the future more than ever this year.—J. T. Oxley, mgr. Oxley Seed Co.

Ridge Farm, Ill., Apr. 8.—Winter wheat acreage above average; condition excellent; practically no oats sown; seeding will be late on account of wet and cold weather; ground frozen; snow this morning; oats acreage about normal; slightly less than last year; corn acreage average.—J. C. Kendall, agt. National Elvtr. Co.

Decatur, Ill., Apr. 24.—Oats sowing is all done; farmers busy plowing for corn; soil in unusually fine shape. Many oat fields within a radius of 50 miles are already green. Rain in many localities today has been of great benefit. Wheat growing beautifully; prospects indicate prosperity for the producer as also for the grain dealer.—S.

Clinton, Ill., Apr. 24.—Oats all seeded; first start was good, however, high winds and sunshine has taken a great deal of moisture out of ground and showers or rains are needed. We were favored this morning with a fine shower but more is needed. Delayed fall permitted a larger per cent of plowing; there will not be so much rush in this respect, however, farmers are in fields preparing corn land. Wheat looks good but needs rain. It is the writer's opinion that this wheat is so thickly stooled that it will not give the bumper yield that is naturally expected.—A. McArty, mgr. Conley Quigley & Co.

### INDIANA.

Hanna, Ind., Apr. 16.—Wheat prospects excellent.—E. C. Price, W. S. Price & Son.

Fowler, Ind., Apr. 4.—Farmers not planting oats; too wet and cold.—W. F. Starz & Co.

Ambia, Ind., Apr. 2.—Farmers waiting for dry weather to sow oats.—Jesse Summers, mgr. Ambia Grain Co.

Montgomery, Ind., Apr. 16.—Wheat looks better than for years at this time of year; rains interfering with oats sowing.—Harris & Bell Mlg. Co.

Lake, Ind., Apr. 18.—Acreage growing wheat 120%; condition 95%; none plowed up; oats acreage 2%; corn acreage 20%.—Collins & Swallow.

Cannelton, Ind., Apr. 10.—Winter wheat acreage increased and condition better than last year; none will be plowed up.—Cannelton Flour Mills.

Judyville, Ind., Apr. 4.—Growing wheat looking fine; acreage larger than usual; farmers are ready to sow oats soon as weather conditions permit.—F. S. Davis, mgr. Davis Grain Co.

Washington, Ind., Apr. 18.—Wheat acreage increased 20% over last year; looks fine; no damage; oats seeding not finished; acreage will be large; no corn planted at this date.—Jesse Goshorn.

Hamlet, Ind., Apr. 22.—Farmers sowing oats and getting corn ground ready; oats acreage normal; wheat looking fine; never better; need good rain.—S. C. Reinhardt, asst. mgr. Farmers United Grain Co.

### IOWA.

Akron, Ia., Apr. 23.—Need rain in Iowa badly.—Bernatz Bros.

Des Moines, Ia., Apr. 3.—Wheat prospect good; plenty of time for oats.—M. McFarlin.

Anthony, Ia., Apr. 8.—Corn graded O. K.—D. M. McKenzie, agt. Western Elvtr. Co.

Belle Plaine, Ia., Apr. 15.—Oats seeding done; acreage same as usual.—E. A. Tappan.

Wellman, Ia., Apr. 17.—Oats seeding done; acreage same as last year.—W. B. Darnell.

Dawson, Ia., Apr. 15.—Seeding all finished; plowing for corn; ground and weather fine.—R. S. Witter.

Barnes City, Ia., Apr. 16.—Oats seeding done; acreage same as usual.—B. S. Roberts, mgr. Farmers Elvtr. Co.

Burt, Ia., Apr. 20.—Most of small grain sown; ground in fine condition.—R. E. Naudman, mgr. Farmers Exchange Co.

McIntire, Ia., Apr. 16.—Seeding making great headway; conditions ideal for spring work.—A. Blanchard, agt. Cargill Elvtr. Co.

Hedrick, Ia., Apr. 19.—Wheat acreage 125% of 1913; condition first class; oats in fine condition; plowing for corn.—Hedrick Grain Co.

Onawa, Ia., Apr. 23.—Onawa is in heart of Iowa's winter wheat belt; acreage largest yet; prospect nearly perfect; weather fine.—A. D. Post, mgr. Farmers Elvtr. Co.

Keswick, Ia., Apr. 17.—Oats seeding all done; ground in fine shape; need good, warm rain.—W. E. Campbell, mgr. Farmers Lbr. Co.

Watkins, Ia., Apr. 15.—Oats sowing about finished; farmers plowing for corn; need good rain to start small grain.—Mgr. Watkins Grain Co.

Granite, Ia., Apr. 14.—Small grain about all seeded; plowing for corn; ground in good condition.—C. H. Riley, agt. Moreland & Shuttleworth.

Essex, Ia., Apr. 18.—Winter wheat looks good at present; farmers busy with corn ground; beneficial rain falling now; everything points to good year.—A. M. Stearns & Sons.

Tingley, Ia., Apr. 4.—Wheat looks fine; with good season should have a big crop; only small amount oats sown due to wet and cold weather.—N. Heizer, agt. O. A. Talbott Co.

Winfield, Ia., Apr. 14.—Farm work progressing fine; oats all in; coming up good; farmers plowing for corn; ground in fine condition; warm rain would be beneficial.—H. W. Van Dyke, mgr. Winfield Elvtr. & Sply. Co.

Keosauqua, Ia., Apr. 18.—Wheat acreage increased 33¼% over last year; condition best in years; oats acreage large; in fine condition; large acreage corn will be sown; ground in fine shape for crops but a little dry.—G. W. Davidson.

Osceola, Ia., Apr. 18.—Winter wheat, corn and oats acreage same as last year; no wheat will be plowed up; oats seeding completed; condition of soil good; beginning to get a little dry; prospects good for all crops.—Curnes Eddy & Co.

Mt. Ayr, Ia., Apr. 17.—Wheat prospect never better; no damage reported so far; weather has been unfavorable for oats seeding; large per cent oats already sown, considerable damage due to heavy frost a week ago; will have to be sown again.—G. L. Hayes, E. E. Hayes & Sons.

Des Moines, Ia., Apr. 19.—Past week unusually warm; all conditions favorable for farm work and growth of vegetation; average daily temperature 6° above the normal in nearly all parts of the state. Practically no rainfall until Saturday morning; amount of sunshine excessive. Farm work progressed rapidly, and bulk of small grain was seeded; much ground plowed for corn. Winter wheat reported in good condition except in a few southern and southwestern counties where some fields are spotted.—Iowa Weather Bureau, of Dept. of Agriculture.

### KANSAS.

Kensington, Kan., Apr. 19.—Prospect for wheat good.—H. Westernman.

Girard, Kan., Apr. 20.—Wheat looking finest ever seen; no bugs to speak of; prospect for bumper crop.—W. M. Reckewey.

Barnard, Kan., Apr. 20.—Wheat acreage about 10% increase over last year; condition fine.—J. R. Mills, agt. Jackman Roller Mills Co.

Aurora, Kan., Apr. 20.—Wheat acreage compared with 1913 is 110%; none will be plowed up; about 20% planted to oats.—W. E. Brown, agt. Kansas Grain Co.

Stockton, Kan., Apr. 18.—Prospect good if we get rain soon, otherwise high winds we are having will damage; plenty of sub-soil moisture.—Frank Montgomery.

Topeka, Kan., Apr. 20.—Prospects excellent; have been in Kansas 33 years and have never seen better at this time of year.—E. J. Smiley, sec'y K. G. D. A.

Agenda, Kan., Apr. 6.—Winter wheat acreage 15% increase over last year; looks fine; good stand and color; none abandoned and none will be plowed up.—F. B. Fulton.

Ackerland, Kan., Apr. 6.—Winter wheat acreage 110%; more than last year; condition 98%; none plowed up; 70% will be planted to corn.—S. H. Hill, agt. Ragan Bros.

Antelope, Kan., Apr. 18.—Wheat never looked better; none to be plowed up; oats all up; looking fine; farmers planting corn; all crops looking fine.—Thos. W. Reed, agt. Stevens-Scott Grain Co.



Arkansas City, Kan., Apr. 20.—Winter wheat acreage increased 100%; condition 100%; none plowed up; oats acreage increased 30%; corn acreage 50% less than last year.—New Era Mfg. Co.

Riverdale, Kan., Mar. 24.—Wheat conditions fine; 100% of a crop and 80% of land sown in wheat; all oats sown and some corn planted; beginning to need rain.—Geo. Reed, mgr. Farmers Elvtr. Co.

Arkansas City, Kan., Apr. 6.—Wheat acreage double last year; condition good; none plowed up or abandoned; acreage of oats normal; acreage corn  $\frac{1}{4}$  less than last year.—H. H. Hill, Arkansas City Mfg. Co.

Beattie, Kan., Apr. 20.—Wheat acreage increased 50%; condition as compared with this time last year which was low, is 90%; none will be plowed up; oats acreage increased 25%; corn acreage compared with last year 75%.—Brunswick & Baer.

Attica, Kan., Apr. 18.—Winter wheat acreage much larger than usual; condition fine after recent rain; none will be plowed up; oats and corn acreage much less than last year owing to increased wheat acreage.—R. D. Ely, mgr. Attica Grain & Elvtr. Co.

Ashland, Kan., Apr. 22.—Winter wheat much better than last year; old timers say best prospect for years; acreage increased  $\frac{1}{3}$  over last year; none will be plowed up; will not be large oats and corn acreage sown on account large wheat acreage.—H. H. Edsall, agt. Millers Grain Co.

Paradise, Kan., Apr. 6.—Growing crops look fine; some oats planted early are up; looking fine; oats planted later not up yet; wheat looking fine; better prospect than for years; subsoil is wet; had  $\frac{1}{2}$  inch rain first week April, which made soil in good condition for spring work; barley is being planted; weather warm.—Hoopes & Hancock Grain Co.

Beardsley, Kan., Apr. 21.—Wheat acreage increased 10% over last year; some is late so cannot tell yet how it will come out; best prospect in years; plenty of subsoil moisture but wind has dried top; little, if any, winter wheat will be plowed up; few oats sown; no corn so far; barley sowing nearly finished.—Wm. V. Overby, agt. Shannon Grain Co.

Alton, Kan., Apr. 18.—Winter wheat acreage same as last year; condition normal; surface is dry; need rain; army or cut worms doing considerable damage; one man reports 40 acres wheat ruined by worms; numerous other reports coming in; probably 10% will be plowed up and put to corn, kafir and cane. Wind is blowing a perfect gale from northwest today; cannot see the sun for dust; perfect clouds of it; sky is black.—Farmers Elvtr. Co.

#### KENTUCKY.

Gar, Ky., Apr. 21.—Wheat looks well in this part of country.—P. B. & S. V. Cooper.

Fordsville, Ky., Apr. 22.—Wheat acreage good; condition fine; full crop of oats; little corn planted so far; will be planted next week if have good weather.—J. G. Reynolds.

#### MICHIGAN.

Vernon, Mich., Apr. 23.—Farmers busy seeding oats.—C. A. Whelan, agt. Michigan Mfg. Co.

Lansing, Mich., Apr. 1.—Wheat condition 91% compared with 82% a year ago. Average depth of snow Mar. 29, 4.36 in.; wheat was protected by snow 14 days. In answer to the question, "Has wheat during March suffered injury from any cause?" 83 correspondents in the southern counties answered "yes" and 199 "no," in the central counties 30 answered "yes" and 81 "no," in the northern counties 38 answered "yes" and 84 "no" and in the Upper Peninsula 8 answered "yes" and 25 "no." Total number of bus. marketed, 165,408; estimated total number of bus. marketed in the 8 months, August-March, is 5,500,000; 84 mills, elvtrs. and grain dealers report no wheat marketed in March. Rye condition 93%, compared with 87% a year ago.—Frederick C. Martindale, sec'y of State.

#### MINNESOTA.

Castle Rock, Minn., Apr. 22.—Farmers nearly finished seeding; weather unusually cold.—Farmers Co-operative Elvtr. Co.

Donaldson, Minn., Apr. 18.—Prospect for good crop fair; great deal good plowing done last summer and fall.—K. I. Lind, agt. Federal Elvtr. Co.

Rothsay, Minn., Apr. 15.—Farmers started field work about Apr. 13; work progressing as well as can be expected.—H. H. Thiede, mgr. Farmers Grain & Merc. Co.

Glyndon, Minn., Apr. 20.—Some seeding done; mostly wheat; rain on 17th and 18th and cold weather since stopped work for few days at least.—A. C. Hannaford, agt. Duluth Elvtr. Co.

St. Peter, Minn., Apr. 20.—Farmers busy in fields; usual acreage will be sown; spring late, which may increase corn acreage; ground in fine shape to receive seed; plenty of moisture.—E. J. Matteson.

Waldorf, Minn., Apr. 8.—Little seeding has been done; weather cold and backward; more corn will be planted this year than heretofore; about same acreage other grains.—T. E. Meany, agt. Huntting Elvtr. Co.

Minneapolis, Minn., Apr. 23.—Seeding in progress all over state; in some portions of southern Minnesota seeding completed but northwestern Minnesota not so far advanced; but not unseasonably late.—Van Dusen-Harrington Co.

Minneota, Minn., Apr. 16.—Little barley will be sown; many farmers are planting more corn than ever; wheat and oats acreage will be same as last year; little flax or rye being sown. Seeding about over and rain would be beneficial.—H. N. Dahl.

Marshall, Minn., Apr. 22.—Prospect good; seeding practically finished; corn planting not started yet. Lyon county has been producing some wonderful corn and expect to have a record crop this year.—N. H. Mongeon, agt. Northwestern Elvtr. Co.

Guckeen, Minn., Apr. 22.—Spring late; ground in good shape; seeding will be finished by last of week. All land around Guckeen is being tiled out, which will mean more grain raised and better farming.—T. F. Garry, agt. Independent Grain & Lbr. Co.

Lake Park, Minn., Apr. 18.—Spring somewhat backward; little seeding done yet; ground in fair condition; heavy rain on 17th; cool today; corn acreage will be increased 20% over last year; wheat and barley acreage will be fully 10% each less. Diversified farming steadily on gain; farmers are becoming convinced that they must put back in land what they have been taking out for last 30 years and not continue to rob their own pocketbooks. This country is rapidly coming to the front and in a short time will be one of the "garden spots" of the great Northwest.—A. L. Doeg, mgr. Farmers Elvtr. Co.

#### MISSOURI.

Barnard, Mo., Apr. 12.—Wheat prospects fair.—Earl Walters.

Napoleon, Mo., Apr. 20.—Wheat looking good; prospect for big crop.—A. F. Wegener, mgr. Napoleon Elvtr. Co.

Fairview, Mo.—Wheat in southwest Missouri in perfect condition; acreage increased 20% over last year.—Forsythe-Goostree Grain Co.

Hannibal, Mo., Apr. 16.—Wheat thru southern Illinois and northern and eastern Missouri was never better; acreage large; will soon be in joint; no bugs or fly; oats almost all sown under most favorable conditions; farmers plowing for corn; pastures good now.—R. J. Sullivan.

Adrian, Mo., Apr. 7.—Winter wheat acreage same as last year; prospects never better; condition perfect; oats mostly sown; acreage large; about 25% increase over last year; nearly all up; corn acreage same as last year; considerable ground plowed and is working fine after last year's drouth.—Farmers Elvtr. Sply. & Mfg. Co.

#### MONTANA.

Scobey, Mont., Apr. 11.—No field work done so far; weather favorable.—E. E. Erickson, mgr. Scobey Grain Co.

Bozeman, Mont., Apr. 17.—Prospects for winter wheat fine; season 2 weeks early.—T. F. Stevenson, mgr. Gallatin County Farmers Alliance.

#### NEBRASKA.

Stella, Neb., Apr. 22.—Wheat acreage large; never looked better.—J. D. Curtis.

Kenesaw, Neb., Apr. 23.—Wheat looking good in this part of state.—Otto Ernst, agt. Koehler-Twidale Elvtr. Co.

Fairbury, Neb., Apr. 20.—Wheat acreage increased 20%; condition fine; little will be plowed up.—Fairbury Mill & Elvtr. Co.

Tecumseh, Neb., Apr. 17.—Wheat acreage increased 8%; looking fine; little if any will be plowed up; have not planted much corn for years.—W. S. Bouton.

#### NEW YORK.

Poughkeepsie, N. Y., Apr. 10.—Spring somewhat backward; not advanced far enuf to tell much about winter wheat or rye; plenty of snow past winter; not a great deal frost in ground; prospect is there will be little winter killing and crops will come thru winter in fine condition.—Wm. T. Reynolds & Co.

#### NORTH DAKOTA.

Velva, N. D., Apr. 20.—Seeding of wheat just started.—L. B. Maisicken, agt. Farmers Elvtr. Co.

Watford sta. (Schafer p. o.), N. D., Apr. 6.—Nothing doing in the fields yet.—J. C. Zeller, sec'y Farmers Co-operative Elvtr. Co.

Adams, N. D., Apr. 15.—Seeding just begun; soil in good shape; wheat, barley and oats acreage same as last year; crop last year about 50% normal.—J. S. Broberg, mgr. Farmers Elvtr. Co.

Tunbridge, N. D., Apr. 14.—Have had a cold spring; heavy frost every morning until Apr. 11; farmers getting busy now; ground in fine condition for spring work; great deal of plowing to be done.—H. O. Balke, agt. Thos. Ose Elvtr. Co.

Alexander, N. D., Apr. 19.—Plowing progressing well; seeding slow; some are discouraged, as weather keeps dry. The low price of wheat in comparison with other prices will prevent large acreage being sown and unless prices advance materially the production will cease.—J. H. C. Alderhead.

Minneapolis, Minn., Apr. 23.—Extreme northwestern North Dakota and west of the Missouri River will need frequent rains during next few weeks, altho probably sufficient moisture in the surface soil to germinate seed exists, there is no sub-soil moisture, and amount required during the growing season will have to be supplied as needed; balance of state in excellent shape. Seeding in progress and general all over state. It must be borne in mind that the territory mentioned above as being in need of rain contains but a small portion of the wheat acreage of the Dakotas.—The Van Dusen-Harrington Co.

#### OHIO.

Xenia, O., Apr. 11.—Growing wheat best ever seen at this time of year.—Ervin Bros. & Davis.

East Liberty, O., Apr. 14.—Wheat acreage larger than usual; looking good; oats seeding late; none sown yet.—Johnston & Harvey.

Plymouth, O., Apr. 23.—Growing wheat looking fine; acreage large; oats seeding late; little done owing to late spring.—C. R. Einsel.

Hamilton, O., Apr. 21.—Winter wheat acreage about same as last season; condition splendid; little will be plowed up; little oats sown in this territory; weather holding back spring work on farms; conditions excellent for all grain.—American Malting Co.

Columbus, O., Apr. 1.—Wheat condition 95%; compared with 93% a year ago; 14% or 3,500,000 bus. still in farmers' hands; 6



weeks' snow protection. Winter barley condition 96%, compared with 88% a year ago; rye condition 96% compared with 94% in 1913. Condition of corn in crib 95%, compared with 94% a year ago; 5% remains in husks in field compared with 7% last year at this time; damage to unhusked during the winter 14% against 17% a year ago. — Ohio Agricultural Com'n.

## OKLAHOMA.

Devol, Okla., Mar. 27.—Large acreage of wheat; prospects good.—J. Houston.

Yewed, Okla., Apr. 18.—Wheat acreage large; prospect good.—J. H. McCrady.

Bushyhead, Okla., Apr. 19.—Wheat and oats prospect never better; acreage largest on record.—Wm. Major.

Canton, Okla., Apr. 21.—Wheat acreage large; prospects fine; if nothing happens will have largest crop for many years.—E. Foutz, Canton Grain Co.

Ponca City, Okla., Apr. 24.—Oklahoma has the largest acreage of wheat ever sown. A crop of 72 million bus. is possible, and it does not seem possible, under the most adverse conditions from now until harvest, for the State to produce less than 36 million bus.—J. S. Hutchins.

Renfrow, Okla., Apr. 18.—Fine rain yesterday putting wheat in good condition for bumper crop; some hail as large as hens' eggs fell but did little damage as wheat is not far enuf along; wheat acreage increased 25%; condition perfect; no green or chinch bugs.—P. B. Loftus, mgr. Renfrow Grain & Fuel Co.

## OREGON.

Portland, Ore., Apr. 11.—Outlook for good grain crop good; expect an early spring; farmers have nearly all crops in; ground in fine shape.—Albers Bro. Mig. Co.

## PENNSYLVANIA.

Glenmore, Pa., Apr. 24.—Winter wheat looking good.—D. G. Byerly & Son.

## SOUTH DAKOTA.

Hetland, S. D., Apr. 21.—Farmers getting in crops in fine shape; fine weather

for spring work; need moisture.—H. A. Stangland, mgr. Farmers Co-operative Grain Co.

Mirneapolis, Minn., Apr. 23.—Conditions in this state good; eastern South Dakota being best. No moisture in the Jim River Valley sub-soil but sufficient in surface soil to germinate seed and carry crop for some time. On and west of the Missouri slope, more moisture will be required before long; wheat seeding practically complete.—Van Dusen-Harrington Co.

## TENNESSEE.

Belvidere, Tenn., Apr. 23.—Wheat prospect good; oats behind; about ½ corn acreage has been planted.—F. J. Fandrich.

## TEXAS.

Bishop, Tex., Apr. 6.—Considerable acreage planted in kafir.—M. Nuckols, secy., Bishop Mfg. Co.

Benonine, Tex., Apr. 18.—Wheat looks good now; if we have rain soon, none will be plowed up.—G. W. Barrow, Benonine Grain Co.

Bartlett, Tex., Apr. 20.—Wheat, corn and oats acreage about same as last year; fall oats were damaged by cut worms and nearly all plowed up.—W. T. Cox.

Krum, Tex., Apr. 10.—Wheat looks fine; 25% oats and practically all corn killed; ¾ will have to be replanted; part of corn and oats land going to cotton.—R. L. Cole & Co.

Ft. Worth, Tex., Apr. 18.—Wheat acreage 123¾%; condition 102½%; oats acreage 94½%; condition 91%; corn acreage 94%; condition 83%. Many reports show recent cold weather bit corn down and in some places killed it so that it was necessary to replant.—H. B. Dorsey, sec'y Texas G. D. Ass'n.

## WASHINGTON.

Touhey sta. (Mansfield p. o.), Wash., Apr. 8.—Winter wheat small and full of obnoxious weeds; far below average. Weather conditions for spring seeding fine which promises the usual stand and acreage.—Agt. Mansfield Elvtr. & Whse. Co.

## Argentine Corn.

Corn imports in September, 1913, amounted to 522,000 bushels; in October, 473,000; in November, 1,633,000, and in December, 2,343,000 bushels. Of these amounts, Argentina furnished in September, 499,000 bushels; in October, 421,000; in November, 1,509,000, and in December, 2,173,000 bushels. Compared with the production of the United States these imports are relatively small. The entire crop of Argentina, ranging from 175,000,000 to 300,000,000 bushels annually, is only about 10 per cent of the average consumption in the United States, writes Frank Andrews in Bull. 581 of the U. S. Dept. of Agriculture.

J. W. T. Duvel, crop technologist, writes: The Argentine corn is handled in burlap bags containing from 130 to 135 pounds, in contrast to the corn from the United States, which is exported mainly in bulk. The most common method of discharging cargoes at United States ports is to hoist with crane and tackle from 12 to 15 bags at a time and shift them to barges or lighters alongside the vessel, where the corn is inspected as the bags are opened. From 7 to 15 days are usually required to unload a cargo, depending largely on the condition and quantity of the corn and the weather.

Corn as grown in the Argentine consists almost exclusively of the hard, flinty varieties with medium to small kernels, mostly yellow in color. The character of the corn, having both small cobs and small kernels, results in a much lower moisture content in the Argentine shelled corn than is normally contained in the large dent varieties of the United States. As a result of the small size of the kernels, the Argentine corn can not carry, without increased danger of deterioration, as high a percentage of water as the larger dent corns of the United States. On the other hand, the hard and firm texture of the Argentine corn is such that it can be "conditioned" to much better advantage than our dent corns.

During the months of December, 1913, and January, 1914, samples to the number of 591 were secured from 16 different cargoes of Argentine corn as discharged at New York and at Gulf ports. The average moisture content of these samples (old corn of the 1913 crop) was 13.7 per cent, or 6.6 per cent less than the average moisture content of corn shipped from country stations in central Illinois during December, 1913, and January, 1914, the latter being new corn of the 1913 crop. From the standpoint of moisture content alone this represents a difference in value of approximately 5% cents per bushel, based on a New York price of about 70 cents per bushel, not giving consideration to the increased danger of deterioration of high-moisture corn. While the average moisture content of the Argentine corn is low, a considerable quantity is damaged, musty, sour, and heating when discharged.

The ether extract or oil was approximately 1.5 per cent greater in the Argentine corn than in the United States corn, while the protein was 1.2 per cent greater.

A considerable quantity of Argentine corn is likewise infested with weevil. Samples of screenings from practically all of the cargoes have been submitted to Dr. F. H. Chittenden, in charge of Truck-Crop and Stored-Product Insect Investigations of the Bureau of Entomology, but no new species have been found.



Pride Goeth Before a Fall.



# Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

## COLORADO.

Haxtum, Colo., Apr. 20.—About 200,000 bus. corn raised here last year; 25% still in farmers hands.—H. E. Robbins, agt. O. L. Mitten Grain Co.

## IDAHO.

American Falls, Ida., Apr. 20.—Deliveries are rather small at present but will increase as soon as spring work is over.—Inter-Mountain Mlg. Co.

## ILLINOIS.

Bluff Hall sta. (Payson p. o.), Ill., Apr. 18.—Old wheat about all gone.—J. E. & R. Hood.

Alexander, Ill., Apr. 18.—Little oats and 10% corn in farmers hands.—Fred B. Six Grain Co.

Wolf Lake, Ill., Apr. 21.—Believe 100,000 bus. wheat will be shipped this year; last year shipped 75 cars.—H. E. Combs.

Rock Falls, Ill., Apr. 8.—About 30% corn and 20% oats left in farmers hands.—F. E. Davison.

Orion, Ill., Apr. 18.—About 60% corn and oats left in farmers hands.—F. O. Swanson & Co.

Clinton, Ill., Apr. 24.—We are disappointed in corn movement from first hands after oat seeding; very light; nothing will come out until after corn planting. Farmers will put all corn they can into hogs and cattle which will cut marketable surplus.—A. McArty, mgr. Conley Quigley & Co.

Peoria, Ill.—Receipts of grain at this market during March included 98,000 bus. of wheat, 1,430,000 bus. of corn, 984,300 bus. of oats, 15,600 bus. of rye and 355,200 bus. of barley; compared with 204,000 bus. of wheat, 1,159,167 bus. of corn, 610,364 bus. of oats, 8,126 bus. of rye and 85,200 bus. of barley received during March, 1913. Shipments for the month included 41,400 bus. of wheat, 658,521 bus. of corn, 1,332,275 bus. of oats, 36,800 bus. of rye and 261,820 bus. of barley; compared with 185,011 bus. of wheat, 1,076,109 bus. of corn, 774,368 bus. of oats, 38,570 bus. of rye and 180,697 bus. of barley shipped in March, 1913.—John R. Lofgren, sec'y Board of Trade.

## INDIANA.

Lake, Ind., Apr. 18.—No oats and 5% wheat in farmers hands; no corn shipped.—Collins & Swallow.

Washington, Ind., Apr. 18.—No wheat and about 20% corn in farmers hands; no oats raised last year.—Jesse Goshorn.

## IOWA.

Keosauqua, Ia., Apr. 18.—Little grain in farmers hands.—G. W. Davidson.

Nichols, Ia., Apr. 17.—About 50% old corn and 30% oats left in farmers hands.—Foley Bros.

Lone Tree, Ia., Apr. 17.—About 30% corn and 20% oats left in farmers hands.—D. M. Riggs.

Wellman, Ia., Apr. 17.—About 10% old corn and 5% oats left in farmers hands.—W. B. Darnell.

Belle Plaine, Ia., Apr. 15.—At least 40% of marketable surplus of corn left in farmers hands.—E. A. Tappan.

Barnes City, Ia., Apr. 16.—About 10% corn left in farmers hands; oats about gone.—B. S. Roberts, mgr. Farmers Elvtr. Co.

Osceola, Ia., Apr. 18.—About 10% oats and no wheat or corn back in farmers hands.—Curnes Eddy & Co.

Watkins, Ia., Apr. 15.—Little grain moving at present; will probably commence as soon as corn is planted.—Mgr. Watkins Grain Co.

Granite, Ia., Apr. 14.—Considerable grain left in farmers' hands; holding for higher prices.—C. H. Riley, agt. Moreland & Shuttleworth.

Onawa, Ia., Apr. 23.—Movement of grain practically nil; April was lightest month for 3 years; have handled 23 wagonloads so far this month or 1 load per day; no old wheat and not over 5 to 7% old corn back; no oats or barley raised here.—A. D. Post, mgr. Farmers Elvtr. Co.

## KANSAS.

Arkansas City, Kan., Apr. 20.—5% grain still in farmers hands.—New Era Mlg. Co.

Aurora, Kan., Apr. 20.—Farmers holding about 10% wheat.—W. E. Brown, agt. Kansas Grain Co.

Barnard, Kan., Apr. 20.—Not over 5% wheat in farmers hands.—J. R. Mills, agt. Jackman Roller Mills Co.

Attica, Kan., Apr. 18.—Not over 5% wheat in farmers hands.—R. D. Ely, mgr. Attica Grain & Elvtr. Co.

Ashland, Kan., Apr. 22.—Not much grain in farmers' hands; will use for feed.—H. H. Edsall, agt. Millers Grain Co.

## KENTUCKY.

Fordsville, Ky., Apr. 22.—Grain and feeds scarce; corn selling from 85c to \$1.00; no old wheat.—J. G. Reynolds.

## LOUISIANA.

New Orleans, La.—Receipts of grain at this market during March included 552,000 bus. of wheat, 253,000 bus. of corn and 255,000 bus. of oats; compared with 1,224,000 bus. of wheat, 340,000 bus. of corn and 110,000 bus. of oats received during March, 1913. Shipments for the month included 885,000 bus. of wheat, 163,000 bus. of corn and 3,000 bus. of oats; compared with 780,000 bus. of wheat, 562,000 bus. of corn and 29,000 bus. of oats shipped in March, 1913.—H. S. Herring, sec'y Board of Trade.

## MICHIGAN.

Vernon, Mich., Apr. 23.—Grain movement quite dull at present.—C. A. Whelan, agt. Michigan Mlg. Co.

## MINNESOTA.

St. Peter, Minn., Apr. 20.—No grain moving.—E. J. Matteson.

Minneota, Minn., Apr. 16.—Not as much corn will be shipped this season; acreage increased but farmers are getting a start in hogs again.—H. N. Dahl.

Guckeen, Minn., Apr. 23.—Not much grain moving at present; look for increase after seeding as there is some corn and oats to market.—T. F. Garry, agt. Independent Grain & Lbr. Co.

Marshall, Minn., Apr. 22.—Farmers are marketing remainder of grain before starting with corn planting; expect to see 50,000 bus. corn marketed next few weeks as price is good and roads in excellent condition for hauling.—N. H. Mongeon, agt. Northwestern Elvtr. Co.

## MISSOURI.

Napoleon, Mo., Apr. 20.—Old wheat from this part of state nearly all sold; considerable corn shipped in from Nebraska and Iowa on account of drouth last summer.—A. F. Wegener, mgr. Napoleon Elvtr. Co.

## NEBRASKA.

Fairbury, Neb., Apr. 20.—No wheat or corn in farmers hands; have to buy all corn shipped.—Fairbury Mill & Elvtr. Co.

## NORTH DAKOTA.

Alexander, N. D., Apr. 19.—Not much grain left in farmers' hands.—J. H. C. Alderhead.

Velva, N. D., Apr. 20.—Little grain left in farmers hands.—L. B. Maisicken, agt. Farmers Elvtr. Co.

## TENNESSEE.

Belvidere, Tenn., Apr. 23.—Old wheat nearly all sold.—F. J. Fandrich.

## TEXAS.

Bartlett, Tex., Apr. 20.—All wheat and 60% oats will be shipped; corn used for feed.—W. T. Cox.

## Imports and Exports of Grain.

Imports and exports of domestic grain and exports of foreign grain from the United States during February, 1914, compared with February, 1913, and for the eight months ended Mar. 1, 1914, compared with the corresponding period ended Mar. 1, 1913, as reported by O. P. Austin of the United States Bureau of Statistics, were in bushels as follows:

### IMPORTS.

|             | February, 1914. | February, 1913. | Eight mos. ended Mar. 1, 1914. | Eight mos. ended Mar. 1, 1913. |
|-------------|-----------------|-----------------|--------------------------------|--------------------------------|
| Wheat ..    | 177,350         | 45,316          | 1,595,592                      | 686,412                        |
| Corn ..     | 1,341,596       | 567             | 8,869,931                      | 877,580                        |
| Oats ..     | 751,214         | 15,764          | 16,952,846                     | 683,277                        |
| *Rice ..    | 22,866,750      | 17,332,550      | 177,818,663                    | 136,211,498                    |
| Beans ..    | 166,665         | 62,718          | 940,818                        | 770,647                        |
| Dr. peas .. | 119,909         | 102,121         | 677,047                        | 1,005,514                      |

### EXPORTS.

|                           | February, 1914. | February, 1913. | Eight mos. ended Mar. 1, 1914. | Eight mos. ended Mar. 1, 1913. |
|---------------------------|-----------------|-----------------|--------------------------------|--------------------------------|
| Wheat ..                  | 3,946,910       | 4,356,506       | 71,665,590                     | 67,625,080                     |
| Corn ..                   | 927,640         | 12,306,596      | 6,038,239                      | 31,364,572                     |
| Oats ..                   | 122,123         | 1,048,513       | 829,747                        | 32,262,622                     |
| *Rice ..                  | 1,857,972       | 2,388,083       | 11,662,941                     | 17,837,264                     |
| Barley ..                 | 821,220         | 2,910,418       | 4,997,138                      | 14,061,590                     |
| Rye ...                   | 42,888          | 151,167         | 828,983                        | 741,782                        |
| Buck-<br>wheat ..         | 40              | 1,120           | 376                            | 1,290                          |
| Beans &<br>peas ..        | 24,018          | 21,578          | 216,397                        | 283,102                        |
| EXPORTS OF FOREIGN GRAIN. |                 |                 |                                |                                |
| Wheat ..                  | 8,974           | .....           | 202,013                        | 65,590                         |
| Corn ..                   | .....           | 21,584          | 2,339                          | .....                          |
| Oats ..                   | 98,978          | .....           | 103,103                        | 3,500                          |
| *Rice ..                  | 1,044,240       | 635,411         | 9,354,052                      | 8,025,392                      |
| Beans ..                  | 942             | 1,842           | 16,267                         | 33,287                         |
| Dr. peas ..               | 17,866          | 18,487          | 110,934                        | 262,569                        |

\*Includes cleaned and uncleaned rice, broken rice, rice flour, meal bran and polish.

THE CORN Products Refining Co. recently advanced the price of its products 10c per 100 lbs. to equalize the increased cost of corn.

THE RIVER and Harbor appropriation bill, carrying \$43,400,000, was passed by the House of Representatives Mar. 26 and sent to the Senate.

THE MILLERS National Federation will hold a mass convention at the Hotel Chamberlin, Old Point Comfort, Va., during the week beginning May 25.

JNO. F. COURCIER, ex-secy of the Grain Dealers Nat'l Ass'n is now Supt. of Rates and Service of the Ohio Utility Com'n being stationed at Columbus.

THE ERECTION of grain elevators at certain stations in South Africa has been recently engaging attention, but it is thought that the time is not yet ripe for embarking into such a large capital expenditure which such an undertaking would entail, said the Minister of Railways recently at Cape Town.

JULE G. SMITH, President of the Fort Worth Elevators Co., which has imported four cargoes of Argentine corn, and has six more cargoes on the way, has just made a trip through the Southwest and is now convinced that the Winter wheat crop will amount to from 650 to 675 million bushels, and the Spring wheat crop 250 to 325 million bushels, making a total close to a billion bushels. If the American farmers succeed in harvesting other crops in like proportion, grain dealers every where will have to work nights and Sundays for the next ten months following harvest. Mr. Smith credits Texas with 25 million bushels of wheat, Oklahoma 40 million, Kansas 135 million, Nebraska 70 million and Missouri 50 million bushels.



## Chicago Conference on Grain Grades Act.

At the invitation of the Legislative Com'te of the Grain Dealers National Ass'n a conference was held Apr. 21 at the La Salle Hotel, Chicago, with representatives of the grain exchanges, affiliated state ass'ns and direct members, to consider the Grain Grades Act introduced in Congress by Representative Lever.

The gathering of thirty-one was highly representative, including a special com'te of the Millers National Federation; but most of the gentlemen had given the bill so much less study than had the com'te that they were not in a position to offer the com'te the suggestions so eagerly desired. Some asked the com'te for information. At the conclusion of the meeting, however, a thoro understanding was had of the difficulties involved in accomplishing supervision and an appreciation of the purpose of the Department of Agriculture to compel all dealers to deliver the full measure of quality that they sell, and a full endorsement of the work of the Legislative Com'te up to date.

The proceedings were informal, President Chas. D. Jones, as presiding officer, giving everyone full opportunity to express his views on the contemplated legislation.

Pres. Jones: I want to explain the situation as far as the Legislative Com'te is concerned. Our com'te went to Washington in conference to arrive at fundamental principles. We wrote out all the fundamentals that we believed necessary to real supervision. The Secretary and his aides were agreeable to ours. It was agreed there would be another conference to discuss the work of the legal department of the Dept. of Agriculture. Unfortunately Sec'y Houston was away two weeks on the banking investigation, and in order to get action at this session of Congress it became necessary to introduce a bill. This bill, contains the fundamental principles, but is not as broad as we wished.

The Department believes the Sec'y should have authority to promulgate such regulations as from time to time are necessary to enforce the act. This is a great deal of power to give to one man. At some future time we may get a Sec'y who is not conversant with the work. He might say the government is paying too much money for this work. The wise feature in making the enforcement of this act subject to the Sec'y is that the whole work is revolutionary. In six months we might find it necessary to make a change that would be impossible if written into the law, but easily accomplished if the power was left with the Sec'y.

Our com'te believes the bill is not very far from right. The fewer changes we ask to be made in it the better off we will be. If we ask many radical changes they probably will not be granted. Our com'te has some suggestions to make. Mr. Cornelison, will you please read the first section.

Sections 1 to 7 of the Grain Grades Act were read by Mr. W. T. Cornelison, a member of the Legislative Com'te, of Peoria, Ill., noting that the com'te suggested no changes in Section 1, 2, 4, 6 and 7. In Sec. 3 the com'te suggested that the last sentence read: "In promulgating the standards the Sec'y shall specify the date or dates, not less than 6 months before the same are to become effective, and shall give public notice thereof by such means as he deems proper."

In Sec. 5 the com'te cut out the words "and the grade conforms to the standard fixed and established for the specified grade" appearing on line 15 in the bill.

W. T. Cornelison: With these words in Sec. 5, we were afraid if a man sold No. 3 corn and knowingly shipped No. 4 corn he would be violating the law, altho the buyer was willing to accept No. 4 at a discount.

Sec. 8 we thought should be entirely changed because of the danger of having western terms final on contract. We thought it important that the certificate of inspection at point named in contract should be final. We propose an entire new section as follows:

### New Section 8.

Sec. 8.—After grain has been inspected by a licensed inspector and such grain has been sold, offered for sale, transported, or delivered for transportation in interstate or foreign commerce, and a certificate of inspection issued therefor, said certificate shall be accepted in the courts of the United States in all suits between interested parties, or their privies, as prima facie evidence of true grade of the grain in question: Except that, provided, whenever a dispute arises, before the grain has left the jurisdiction of the department at the place where inspected, as to whether such grain, for which standards have been fixed and established under this Act, is in fact the specified grade of such standards, any interested parties may appeal the question to a committee composed of the chief inspector of the market where inspection was made and a government supervisor, which two, not agreeing, shall select a third competent, impartial umpire, who shall qualify according to such rules as the Secretary of Agriculture may prescribe, which committee is authorized to cause such investigation to be made and such test to be applied as it may deem necessary, and to determine, by majority vote the grade, and said Appeals Committee shall issue a certificate of inspection according to its finding and in such an event, this certificate shall supersede the inspector's certificate, and this grade shall be final as between such parties and their privies. In such cases the party or parties, appealing the question shall pay to the Secretary of Agriculture, and the Secretary shall charge, and cause to be collected, fees, in amounts to be fixed by him to cover the cost of such investigations, tests, and gradings. All such fees shall be deposited and covered into the Treasury as miscellaneous receipts.

We have considered some changes in Sec. 9, but do not believe them advisable.

Harry H. Bingham, Louisville, moved that the suggestion of the com'te on Sec. 3 be approved.

W. S. Moore, Duluth: I suggest that the new grades on wheat become operative after Aug. 1.

Chas. D. Jones, Nashville: We fixed upon 6 months as the minimum time. The Sec'y being a reasonable man would not make the change in wheat grades in the middle of a crop.

N. L. Moffitt, St. Louis: They could put in winter wheat grades at one time and spring wheat grades at another time.

W. T. Cornelison: Altho no government wheat grades have been promulgated the Department will supervise wheat to see that the Duluth wheat conforms to the Duluth rules of grading.

W. S. Moore: Our amendment might postpone supervision of wheat for a year.

C. A. Magnuson: As far as this bill goes there is nothing in view on wheat.

C. D. Jones: I don't believe the Sec'y could change one word of the corn grades without an act of Congress.

E. P. Peck, Omaha, Neb.: I believe the corn grades will remain as established and that it will be the same way with wheat. It would be unfair to change the grades after the elevator man has the grain in store.

C. D. Jones: Sec'y Houston is no more satisfied with the bill than we are.

A. E. Reynolds, Crawfordsville: After the government establishes these grades you can not sell anything between, and any designation having in it the word "grade" must be one of these grades. The shipper may apply to the sec'y to put out an "Acme" brand of oats, and the Sec'y will allow this on a statement of the conditions defining the quality. You can not use the word "grade."

I talked myself almost black in the face to get inserted the clause you find in the bill in Sec. 6 reading, "Provided that nothing contained herein shall prevent the shipment or delivery for shipment otherwise lawful, of any grain which is sold or offered for sale, without reference to grade, under names, designations or descriptions which are not false or misleading."

Transactions based on samples come in another class.

W. S. Moore: Suppose you wanted to sell "No. 2 white oats, recleaned"?

A. E. Reynolds: You could not do it, could not vary from the government designation.

Geo. H. Lewis, Lawrenceburg, Ind.: I don't see why a country shipper could not grade his own grain. I am buying 2,000,000 bus. a year from the country. How am I to be protected? I send out a card bidding for a grade of wheat on Indianapolis terms.

A. E. Reynolds: This bill will not affect that.

Chas. B. Riley, Indianapolis, suggested an addition to Sec. 6 to provide for shipment of "anticipated" grades, to apply on contract.

This makes it possible for the country shipper to invoice and to move his grain before inspection. This bill contains no express authority to move grain without first inspection.

A. E. Reynolds: As an American citizen the law can not deprive you of the right to contract.

Geo. A. Wells, Des Moines, Ia.: I believe the whole purpose is to put the responsibility on the seller. Hitherto the seller has ut the responsibility on the inspector.

A. E. Reynolds: In the end they are going to force people to sell grain on its merits, beginning on the farm.

Adjourned to 2 p. m.

## Afternoon Session.

A. E. Reynolds: The idea in amending Sec. 8 was to provide for a quick and efficient appeal com'te before the grain leaves the market.

Chas. D. Jones: It has always been a feeling of security to know that there was an appeal from the inspector.

E. C. Eikenberry, Camden, O.: I buy a car of oats in Peoria. I find they are not No. 3. Under the Grain Grades Act would I have an appeal?

C. D. Jones: No.

C. A. Magnuson, Minneapolis: If you had a purchase of No. 3 white oats at Minneapolis and you were not there you could put it thru the appeals board before the oats left Minneapolis.

Mr. Eikenberry: And I could bear the expense, too, which would be considerable.

Mr. Reynolds: Under government supervision it is going to be unpopular and unprofitable to do crooked business. The government will follow the car right from the shipper to see it contained what he sold.

Mr. Eikenberry: The only thing I object to in this law is the clause preventing appeal after the grain has left point of origin.



C. D. Jones: It is a question of contract, that is all. Working on  $\frac{1}{2}$  cent margin of profit a man must be able to figure when he is thru with it.

Mr. Reynolds: We addressed the Sec'y on Jan. 10, making a number of recommendations, which they claim to have taken care of in the new bill; but they balked when we provided for appeal.

At some point the responsibility of the shipper must cease. Remember the shipper gets paid for this extra liability.

I asked Dr. Galloway, acting Sec'y, what Sec. 7 really meant. He said, "It is our idea that a government supervisor will go to the point of unloading, enter the car and make a finding."

Lee G. Metcalf, Illiopolis, Ill.: I believe we ought to have confidence in this bill and its enforcement.

W. S. Moore: The necessity for this appeal is very striking at our port, Duluth, where we load a cargo of 400,000 bus, and one bin falls below the quality being loaded. At destination the whole cargo would be graded on the basis of the poorest. We want the appeal when loading, on the particular bin.

Mr. Riley: We offer an amendment to Sec. 7, adding the words "And such findings as to grades when properly ascertained and certified, may be used in any court of competent jurisdiction as *prima facie* evidence of the specific grade at the time of such examination and publication."

Mr. Eikenberry: It seems to me an anomalous condition to prosecute the shipper for misbranding when the brand was put on by a government inspector. The receiver should be protected. This act protects the shipper and not the receiver.

Mr. Reynolds: Under Sec. 9 we see a whole army of professional grain inspectors running up and down the country, and their certificates would be final. The power of the Sec'y under the act is practically unlimited. Eventually it may mean inspection at the farm before the grain goes to the country elevator.

Mr. Wells: Any amount of grain has been shipped this year out of Iowa on shipper's weights and grades.

S. W. Strong: In Illinois much grain is sold to go direct from country elevators to consumers.

Mr. Magnuson: I move that the changes suggested by the com'te and at the conference be given cognizance. *Carried.*

Mr. Riley: As to Sec. 10 our people have made several suggestions as follows: "The Sec'y of Agriculture may appoint assistants to supervise inspections and otherwise execute and make effective the provisions of this act and the rules prescribed thereunder. Such assistants shall be known as supervisors and have jurisdiction over the inspectors and others in the performance of service under and by virtue of the provisions hereof; such supervisors shall have authority to enforce all lawful rules and regulations promulgated by the Sec'y of Agriculture, including rules providing for appeals from final determination of inspectors. The Sec'y shall from time to time make such regulations as necessary to the execution of the Act, including reasonable rules for the government of common carriers, switching or terminal companies, and other instrumentalities and persons when performing service relating to the placement of cars, breaking and recording seals, opening and inspecting cars, and the grain contained therein, and other service, facilities or agencies employed or necessary to the efficient administration of the provisions of this Act, provided that only jurisdiction concurrent with that of the Interstate Commerce Commission over carriers, switching and terminal companies and instrumentalities for the purpose of this act is contemplated."

W. N. Eckhardt, Chicago: Chicago would be better satisfied the more complete the supervision; and especially if the larger markets would have com'tes of appeal to get quick decisions.

Mr. Reynolds: The hearing on Apr. 27 at Washington will be before the whole com'te. Chairman Moss of the special com'te on grain legislation, says the hearing is for the entire grain trade. Eastern seaboard markets want grain to be supervised until it reached them and then they want the government to keep its hands off.

R. J. Barr, New Orleans: We took up with the London and Liverpool Corn Exchanges the desirability of the application of government grades of corn. London replied: "We are preparing a con-

tract based on the government grades." Liverpool: "This Ass'n strongly favors all these grades."

At New Orleans we stand for these grades both in and out.

Mr. Magnuson: By no means shall the com'te go to Washington unless with the idea of the uniform application of the inspection to the entire country.

H. H. Bingham: I move that it is the sense of this body that no exception be made as to application of these grain grades, to export or domestic trade of the United States. *Adopted unanimously.*

Mr. Magnuson: I move that this conference endorse the acts of the Legislative Com'te of the National Ass'n in relation to the Lever bill, together with such suggestions as were made at this conference. *Carried.*

*Adjourned.*

#### In Attendance.

Chas. D. Jones, Nashville, Tenn., pres.; J. W. McCord, Columbus, O., chairman executive com'te; directors H. I. Baldwin, Decatur, Ill.; C. A. Magnuson, Minneapolis, Minn., of Grain Dealers' National Ass'n. A. E. Reynolds, Crawfordsville, Ind., chairman; Wm. T. Cornellison, Peoria, Ill.; Geo. A. Wells, Des Moines, Ia., and James W. Sale, Bluffton, Ind., members Legislative Com'te, G. D. N. A. The affiliated ass'ns were represented by Lee G. Metcalf, Illiopolis, pres., and S. W. Strong, Urbana, sec'y, of the Illinois Grain Dealers Ass'n; Chas. B. Riley, Indianapolis, Ind., sec'y the Indiana Grain Dealers Ass'n; E. C. Eikenberry, Camden, O., pres. and J. W. McCord, sec'y, of the Ohio Grain Dealers Ass'n. G. H. Lewis, Lawrenceburg, Ind., chairman, and A. L. Goetzmann, La Crosse, Wis., of com'te representing the Millers National Federation. G. B. Ballard, R. L. Callahan, H. H. Bingham, of Board of Trade, Louisville, Ky. R. J. Barr and R. C. Jordan of New Orleans Board of Trade. F. S. Cowgill and E. P. Peck, Omaha, rep. Grain Exchange; L. W. Gifford, Cedar Rapids, Ia.; M. L. Jenks and W. S. Moore, of Duluth Board of Trade. Paul Kuhn, Terre Haute, Ind.; F. A. McLellan and Fred E. Pond, sec'y, of the Buffalo Corn Exchange; John L. Messmore and N. L. Moffitt, of St. Louis Merchants Exchange; D. F. Piazek, of Kansas City Board of Trade; H. A. Plumb, sec'y Milwaukee Chamber of Commerce.

ORDERS FOR TRADES IN CORN for future delivery at Chicago should specify whether old or new style July, old or new style September. Brokers will execute orders in new style unless old is specified. Trades made before the new rule went into effect can be closed only in old style. The new has been selling  $\frac{1}{8}$  to  $\frac{1}{4}$  cent under the old.



Grain Dealers at Cedar Rapids, Iowa, April 9, 1914.



## Some Phases of the Common Law Liability of a Common Carrier.

[From an address by Clifford V. Cox of the Des Moines Bar.]

One of the most stringent and onerous of liabilities imposed upon any vocation for the purpose of insuring the faithful performance of the duties pertaining thereto, is that attached by law to the business of the common carrier. This liability is not the result of the recent wave of reform legislation that has swept the country and has seemed to particularly center upon the railroad interests, but has endured for centuries.

The first statement of the rule fixing the liability of a common carrier of freight at common law, according to Joseph Beale, Jr., in an article in 11 Har. Law Rev. 158, occurs in the Doctor and Student of date 1518, where it is said:

"If a common carrier go by ways that be dangerous for robbing, or drive by night or in inconvenient time and be robbed, or if he overcharge a horse whereby he falleth into the water or otherwise so that the stuff is hurt or impaired, he shall stand charged for his misdemeanor."

This statement paved the way for the case of *Forward vs. Pittard*, 1 Term. Rep. 27, wherein Lord Mansfield gave pronouncement to the doctrine which has since defined the degree of the liability of a common carrier of freight, when he said, "A carrier is in the nature of an insurer." From that time until the present the rule has not changed. The decisions of our courts are so numerous as to be almost incapable of compilation and the modern liability and its limitations are so well known by all classes of people as to require but a simple statement of it at this time and place.

A common carrier of goods is responsible for any loss of or injury to such goods unless such loss or injury be occasioned by

**The Act of God** (*Riley vs. Horne*, 3 Bingham 217).

**The Public Enemy** (*Riley vs. Horne*, 3 Bingham 217).

**The inherent nature of the goods themselves.**

**The acts of the shipper.**

It would be impossible, without unduly prolonging this paper, to take up the many phases of the common law liability of a carrier, and consequently I will submit to you the main features of an opinion which I have just prepared covering the following questions as applied to the grain trade.

1. Is a carrier liable for loss of grain in transit caused by the shipper overloading the car?

2. Is a carrier liable for loss of grain in transit where the shipper overloaded the car, but the car did not become disabled and the leakage cannot be traced to the overloading?

3. Is a carrier liable for loss of grain in transit by leakage through the car doors caused by imperfect or improper cooperation of such car doors by the shipper when loading?

A common carrier is liable at common law as an insurer of freight so long as the same is in its possession as a carrier. To establish a prima facie case, all that is necessary is to show delivery to the carrier and failure of the carrier to deliver at destination. The burden is upon the carrier to show facts which relieve it from liability. There are, however, some exceptions to this stringent rule, which I have stated above, namely—where the loss or damage is the result of an act of God or the public enemy or where it results from the perishability or inherent weakness or vicious propensities of the subject of shipment (such as live stock), without negligence on the part of the carrier.

Where the loss or damage to freight can be shown to be the direct result of the shipper's negligence, in such cases the carrier is relieved from liability. In cases where the negligence of the shipper and the negligence of the carrier are concurrent and the shipper's negligence is the proximate cause, i. e., the producing cause of the loss or damage, the carrier is not liable. In other words, if a shipper has been guilty of some negligent act or omission, without which notwithstanding the fault of the carrier the loss would not have occurred, the shipper's negligence is the proximate cause and the carrier is relieved from liability.

Thus we find that where the shipper and the carrier are both negligent the question of the rights and liabilities of the parties will be determined by ascertaining whose negligence has been the producing cause or proximate cause of the loss or injury. This question of proximate cause must, therefore, be a question of fact to be determined by the jury in each and every case, under the peculiar circumstances of each case.

**Overloading:** Cases which have been decided by our courts involving the question of damages caused by overloading, are very infrequent except in cases dealing with the overloading of cars of live stock, and while the same rule will not apply to live stock and "dead" freight, such as grain, the same rule does apply except where the loss, injury or damage is due to the natural or vicious propensities of the subject of shipment.

Probably the leading case in Iowa on the subject of overloading of cars is that

of *Kinnick vs. C. R. I. & P. Ry. Co.*, 69 Iowa 665, which deals with a shipment of live stock from Drakeville to Chicago. When the train arrived at Chicago, eighteen of the hogs were dead and others were injured. An action was brought to recover damages against the defendant on the ground that it had violated its undertaking as a common carrier to deliver the hogs in Chicago within a reasonable time and in good order. The railroad company denied the delay in delivery and urged that the train was delayed by unavoidable accident and averred that the hogs were loaded on the cars by the plaintiff, who had full charge of loading them and who, without the railroad company's knowledge or consent had overloaded the car and that the injury to the hogs while being transported was occasioned by such overloading. The court in deciding the case, speaking through Justice Reed, said:

"Plaintiff loaded the hogs on to the car without assistance or direction from the defendant's agents or employees. Defendant claimed that the car was overloaded and that the injury was caused by such overloading. The court instructed the jury that if the defendant had knowledge of the number of hogs in the car and the condition of the car as to the loading when it received it, or even if it might have known these facts, it could not escape liability for the damage on the ground that the car was overloaded. Exception is taken to this instruction, but we think it is correct. It is not claimed that there was any deceit or misrepresentation by the plaintiff as to the condition of the car or as to its loading. Defendant's agent who made the contract for it went to the car after the loading was done and closed and sealed it. There was nothing to prevent him seeing the manner in which it was loaded. As defendant received the property under those circumstances and undertook to transport it to its destination, it should be held to have assumed all of the liability of a common carrier with reference to it."

This case is cited in the recent Iowa case entitled *Closh vs. Railway Company*, 149 Iowa 187, to the effect that certain testimony should have been admitted in evidence in order for the jury to determine under all the testimony as to whether or not the defendant railroad in the *Closh* case knew or should have known the manner in which the stock was loaded and assumed the risks incident thereto.

The holding of the Iowa courts would seem to establish the rule that if a railroad company knows or should know, by inspection or otherwise, that a car is overloaded, that it thereby assumes the risk, and that it is a question of fact to be determined by the jury in each particular case as to whether the defendant railroad



Some Grain Dealers Were Still One Second at Cedar Rapids, Iowa, April 9, 1914.



company knew or should have known that the car was overloaded.

The ordinary car is billed from the original shipping point, unless it be a terminal, at capacity weight or capacity weight plus ten per cent, and the car is then weighed at the first track scales which it passes over. Assuming that a car of grain was loaded by a shipper and not inspected by the carrier and that the carrier had no knowledge that it was overloaded until it passed over the first track scales, the question would then immediately arise, under the holdings of our Iowa courts, as to whether or not the carrier, if it carried the car forward, knowing it was overloaded, would be liable to the shipper for any loss in transit caused by such overloading. I believe that such would be the law and that it would be the duty of the company, upon discovering the overloaded condition of the car, at once to notify the shipper and either transfer a part of the grain to another car or refuse to carry the car forward except at shipper's risk.

Cases which deal with the improper or insufficient packing of goods which are offered for shipment are analogous to the proposition we are considering. In that class of cases the general rule is well stated in the case entitled *Union Express Co. vs. Graham*, 26 Ohio St. 595; in that case the shipper offered for shipment an article of furniture which was improperly packed, being not crated, but simply wrapped in brown paper. The carrier refused to accept it except at owner's risk and it was so accepted under special contract; consequently the question of waiver of the improper packing or overloading by acceptance of the shipment by the carrier, which we have considered in the overloading cases where the carrier takes the car knowing it is overloaded, is not in this case. In deciding the case the court uses the following language:

"A carrier may well refuse to receive property unless it is properly packed, but if he receives it the duty attaches of exercising due care for its safe carriage. If, notwithstanding such care, the property should be damaged through the defective packing by the owner, the carrier would be relieved from liability; but where, as in this case the carrier takes charge of the property for the purpose of carriage, the duty rests upon him to show that the injury is attributable to the defective packing and not to any fault or neglect on its part."

Applying this principle to the case of overloading cars, the burden is upon the carrier to show that the loss, damage or injury is attributable to the overloading and not to any fault or neglect on its part.

Summing up this first proposition, then, my conclusion would be that a carrier is not liable for loss of grain in transit caused solely by the shipper overloading the car, unless the carrier knew or should have known that the car was overloaded and accepted it under those conditions.

**Loss of Grain in Transit:** As to the second proposition my opinion is that a carrier would be liable for loss of grain in transit where the negligence of the carrier caused the loss, even though the car was in fact overloaded by the shipper. In such a case the burden of proof would be upon the carrier to show that the loss was occasioned by the overloading of the car and not by its own negligence.

Whether or not a carrier is liable for loss of grain in transit caused by leakage through the car doors by reason of imperfect or improper cooping of the car doors by the shipper when loading is a question. The same general rules of law relative to the negligence of the shipper and the carrier, which I have outlined are likewise applicable to this question of cooping.

It is the duty of a carrier, under the law, to furnish proper and suitable vehicles for the transportation of the commodity offered to it for shipment. There have been repeated holdings of the court to the effect that the railroad companies must furnish grain doors. It is my understanding that at the smaller stations there is very frequently a failure to furnish such doors, but that lumber is furnished by the railroad company to the shipper so that he may build his own grain doors. Oftentimes defective material is furnished. In such cases the duty would be upon the shipper to demand suitable material with which to properly construct the doors.

If a shipper undertakes to coop the doors and does it in an incompetent manner so that there is a loss of grain in transit by reason of such improper cooping, the railroad company would not be liable for such loss unless it had knowledge or should have had knowledge that the car was improperly cooped and accepted it under those conditions.

Without going more into detail on this phase of the question, I am of the opinion that the country shipper is discriminated against by the failure of the carrier to furnish cars already equipped with grain doors when the custom is to furnish cars so equipped to the terminal elevators.

A serious question might also be raised as to whether a country shipper is compelled to coop car doors at all or whether such duty primarily devolves upon the railroad company. In fact, I am of the opinion that there is no duty evolving upon the shipper to coop cars, but that the railroad company must furnish them in condition to safely transport the commodity offered for shipment. While this is theoretically true, it is very difficult of practical application, the ordinary shipper preferring to coop the car himself rather than wait until one that is properly cooped is furnished.

For the purpose of this paper my conclusion is that where the shipper does undertake to coop a car and does so in such a negligent manner that there is leakage, he must suffer the consequences thereof and cannot recover from the carrier for such loss, unless the carrier knew or should have known that the car was not properly cooped and accepted it in that condition.

If such leakage, however, is the result of any negligent act of the carrier, I am of the opinion that the carrier would be liable for the loss, even though the car was not properly cooped. In any case the burden of proof would be upon the carrier to show that the car was improperly cooped before it could relieve itself from liability. In other words, the question of whether or not the shipper had been negligent would be a fact question for the jury to determine in each particular case. There

would then remain another fact question to be determined, namely, whether or not the negligence of the shipper was the proximate or producing cause of the loss. Unless the carrier could establish both of these propositions by a preponderance of the evidence, it could not escape liability for the loss.

The common law liability of a carrier for loss of grain in transit where the car goes through in "good order" condition.

There is no need of my taking the time of this body or imposing upon your good nature by reading excerpts from legal opinions, in order to define the precise liability of the common carrier for damage occasioned to the shipper by such loss. It is a very simple matter and is all embodied in the mere statement that a carrier of freight is an insurer. In other words, if you deliver a car of grain to the railroad company for transportation and can accurately prove the amount of grain that you loaded into the car and your return, when you receive it, shows that that amount of grain has not been delivered at the terminal, the railroad company is liable for the difference.

The railroad companies have been steadfastly refusing to allow such claims where the cars have gone through in good order condition. They require affidavits and proof of the amount of grain that was loaded into the car, but they do not furnish any proof to the shipper of the continued good order condition of the car, otherwise than to write you a letter saying that their records show that the car arrived in good order, under original seals and that they must disallow your claim. All of this notwithstanding the fact that under the law they are insurers of the safe delivery of your product.

The great practical question involved is one of weights. If the shipper comes into court and proves that he loaded a certain amount of grain into the car and that that amount of grain was not delivered, the burden of proof is immediately shifted to the carrier to show that the weights of the shipper were inaccurate and not correct, and unless it can show this fact, the shipper is entitled to recover.

This very condition should impress upon the minds of each and every grain dealer the extreme importance of having thoroughly reliable scales and of weighing every pound of grain that he puts into the car in such a manner as to be able to furnish proof of the correctness of his weights. If he can do this and there is a shortage at the other end of the line, the carrier is liable, even though the car goes through in good order condition.

This matter of proper weights is also extremely important on the question of overloading which I have just discussed, and shippers, for their own protection, should know how much grain they put into a car and that the car is not overloaded.

I am well aware of the provision now contained in many bills of lading to the effect that the railroads will not be liable for any loss of grain caused by discrepancy in elevator weights. In my opinion this provision does not avail the railroad companies anything unless the carrier can prove that one or the other of the weights is erroneous and the burden of that proof is upon the carrier. In other words the carrier cannot lose any material amount of grain in transit and account



Grain Dealers Swearing for the Disappointed Stay-at-Homes Who Failed to go to Cedar Rapids, Iowa, April 9, 1914.



for the shortage as a mere discrepancy in weights unless it can prove that one or the other is incorrect. In all of these cases, however, if the correctness of the weight is an issue, and there is evidence, submitted on both sides of the proposition, the question is one which must be submitted to a jury for determination in each particular case.

In closing, I would recommend that each shipper keep an accurate record not only of shortages, but also of "over run" and thus determine whether or not he is receiving fair treatment and not be too ready to make claims for inconsequential losses.

THE SWISS government is considering an arrangement with United States grain interests whereby the Swiss might be supplied with American wheat in case the powers surrounding the little neutral republic should be at war. It is first negotiating with the French and Italian governments to ascertain what assurances may be had that such grain shipments would not be molested in passing through those countries in time of war.

DEPOSITS of over \$37,000,000 during the crop moving season of 1913 were made by the United States Treasury in 193 banks of 28 states for the purpose of moving the crops, almost wholly insured by commercial paper. Sec'y McAdoo advises that the deposits which were repayable to the government in installments, the last of which became due Apr. 1, have all been repaid with a clear profit on the transaction of about \$260,000 as interest.

WE STILL BELIEVE that inside of 30 days an acute cash situation will arise and that Chicago stocks will be called upon to supply it. This demand will come not only from the east but will be from the middle west as well where 80 per cent of the corn is consumed and never leaves the country where it is produced. With so large and too heavy a short interest in May and July corn we advocate purchases on all declines and feel that if one favors the selling side that September affords the best opportunity as that future will be vitally affected by the actual arrival of Argentine corn and will also reflect the prospects of the new corn crop in the United States.—Finley Barrell & Co.

## DRASTIC REGULATIONS Against "Plugging" Cars.

The Minnesota State Railroad & Warehouse Commission on March 31 promulgated amendments to the grain inspection rules. Chief Inspector F. W. Eva, writes: "These amendments deal with the serious question of the 'setting up' or plugging of cars by shippers, and this department feels that the regulations adopted Mar. 31 by assessing the charges specified therein against the cars so found 'set up' will have the effect of practically eliminating this dishonest practice." The regulations follow:

### RULE 30—SECTION "A." Sampling and Inspection.

All cars found to be "set up" or "plugged" shall be graded "No Grade" CC. Chief Deputy Inspectors are required to assess the regular inspection fee in such cases, but should reinspection of such cars be requested, they shall charge \$5.00 per car for such sampling and reinspection, provided the grade be sustained. This charge shall be a lien upon the grain in the car so reinspected.

Should an appeal on reinspection be made, the Chief Deputy Inspector shall certify proper samples of such cars to the Appeal Board with all of the facts. In case the Appeal Board shall not sustain the reinspector's decision, the reinspection charges shall be canceled.

### RULE 31. Reinspections.

Section E—All requests for reinspections for grade upon cars received at mills or elevators shall be denied except when evidence is produced showing that such cars are "set up" or "plugged" or are so heavily loaded that the samples on which the original grades were based were not fair and representative samples of the cars in question.

Reinspection for dockage on cars at mills or elevators will be granted only when evidence is produced showing a material difference from the official dockage of the department.

Where, upon reinspection, such cars are found to be "set up" or "plugged," they shall be graded No Grade CC (to clean); the original inspection canceled and before any further inspection thereof will be considered, the car must be sent to an elevator to be cleaned or handled.

Cars already reinspected, set for unloading, claimed to be "set up" or "plugged" shall, provided evidence is produced to show they are "set up" or "plugged," be resampled, and if upon comparison of the

resamples with the former samples or if in the opinion of the Chief Deputy Inspectors, the original grades were established on samples not fairly representing the car, the grades as established shall be canceled, and in lieu thereof such cars shall be graded No Grade CC (to clean). Before any further inspection will be considered on the same they must be sent to an elevator to be cleaned or handled.

Chief Deputy Inspectors shall charge and collect in advance \$5.00 per car for resampling such "set up" or "plugged" cars, the fees so assessed to be paid by the person asking for the reinspection. This charge shall be a lien upon the grain. In cases where appeals may be taken from such reinspection, and the Appeal Board shall not sustain the decision of the reinspectors, all charges shall be canceled.

### RULE 32. Appeals.

Section P—All requests for appeals for grade upon cars received at mills or elevators, shall be denied except when evidence is produced showing that such cars are "set up" or "plugged" or are so heavily loaded that the samples, on which previous grades were based, were not fair and representative samples of the cars in question.

Appeals for dockage on cars at mills or elevators will be granted only when evidence is produced showing a material difference from the official dockage of the department.

Where, upon appeal, such cars are found to be "set up" or "plugged," they shall be graded No Grade CC (to clean); all previous grades canceled, and before any further inspection thereof will be considered, the car must be sent to an elevator to be cleaned or handled.

Chief Deputy Inspectors shall charge and collect in advance \$5.00 per car for resampling such "set up" or "plugged" cars, the fees so assessed to be paid by the person asking for the appeal. This charge shall be a lien upon the grain. If the Appeal Boards shall not sustain the decision of the reinspectors, all charges shall be canceled.

Cars already appealed, set for unloading, claimed to be "set up" or "plugged" shall provided evidence is produced to show that they are "set up" or "plugged," be resampled, and if upon comparison of the resamples with the former samples, or if in the opinion of the Appeal Boards, the original or reinspection grades were established on samples not fairly representing the car, the grades as established shall be canceled, and in lieu thereof such cars shall be graded No Grade CC (to clean); for which a fee of \$5.00 per car shall be charged by Chief Deputy Inspectors. Before any further inspection will be considered on the same they must be sent to an elevator to be cleaned or handled.



The Happiest Lot of Grain Dealers at Cedar Rapids, Iowa, April 9, 1914.



## Grain Carriers

NAVIGATION opened at Buffalo, N. Y., April 16, with the departure of three vessels for Duluth.

NAVIGATION was reopened promptly Apr. 20 and a vessel made the trip from Cleveland to Milwaukee.

THIRTY BOATS, loaded with 17,000,000 bus. of wheat, are waiting the opening of navigation at Fort William, Ont., to leave for lower lake ports.

THE RAILROADS here furnish us good cars as a rule; in fact, we will not load cars for grain shipments unless O.K.'d by their inspector.—S. C. Reinhart, ass't mgr. Farmers United Grain C., Hamlet, Ind.

OVERCHARGES of \$23,600 and \$4,000 are alleged by the Buffalo Cereal Co., and the H.-O. Co., in milling in transit rates by the railroads at Buffalo, in complaints made to the Interstate Commerce Commission.

THE McCAULL-DINSMORE Co., of Minneapolis, has filed a complaint with the Interstate Commerce Commission against the Milwaukee and other roads, alleging overcharges on grain shipments from points in Iowa to Kansas City.

NATURAL SHRINKAGE deduction has been abandoned by all western railroads in tariffs effective May 15, 1914, following the lead of the C., M. & St. P., Soo, and Northwestern. In future each claim for loss will be handled on its merits.

CHICAGO BOARD OF TRADE Transportation Dept. in Sup. 9 to East of Mississippi River Book of Grain Rates states that the Illinois Utilities Commission has further suspended the advances in grain rates on shipments entirely within the state until July 1, 1914.

RAILROADS may continue their interest in water lines after July 1, according to a ruling of the Interstate Commerce Commission Apr. 18, provided they have applied for such continuance to the commission, at least until such time as the

Commission shall have passed upon the merits of their applications.

THE ROCK MILL & ELEVATOR Co. of Hutchinson, Kans., won a verdict last week against the Santa Fe for coeprage due the mill under the existing tariff between 1908 and 1911 amounting to \$3,076, on 5,144 cars, which they claimed to have repaired. The company asked for the full tariff allowance of 80c per car, but the jury awarded only 60c per car.

THE TOTAL CAR SURPLUS on April 15, according to the report of the American Ry. Ass'n of April 24, was 213,324 cars, compared with 141,525 cars on April 1, and 70,715 cars a year ago. The report shows a steady increase in both box and coal cars for the entire country for this period, the total shortage being 455 cars as against 13,217 on April 15, 1913.

THE MILWAUKEE CHAMBER OF COMMERCE has appealed to the Interstate Commerce Commission on the question as to whether railway companies are permitted to enforce the rule covering arbitrary deduction of one-quarter of one per cent on corn and one-eighth of one per cent on other grain when making settlement of claims for loss in transit. The rule will be canceled May 14 and no deductions made after that date.

ALL VESSELS at BUFFALO had been either unloaded or placed at the elevators Apr. 22, except two. Those familiar with the situation, however, do not anticipate any trouble in unloading future shipments, altho the elevators are full. More ships are being placed in commission each day by the various companies and while it is expected that many of the boats will not be in operation until after May 1, it is estimated that 90 per cent will be carrying cargoes regularly by May 15.

THE CENTRAL FREIGHT ASS'N has recently announced that: Roads interested individually advise that taking effect May 15, 1914, the following rule will be published to apply throughout Central Freight Ass'n territory. The issuance of domestic Bs/L for freight consigned to shipper's order, at one point, notify consignee at another point, is not permitted unless consignees are located at prepay stations

or at points not located on a railroad, in which event the freight must be consigned to the nearest convenient open station.

AT A HEARING on grain rates at Kansas City last week before special examiner Hines of the Interstate Commerce Commission, the Kansas City Board of Trade made complaint against twelve railroads running into Iowa on the charge of excessive rates and asked reparation of about \$14,000 on shipments made since last October. The railroad companies acknowledged that the rates were excessive and agreed to remedy them. The Kansas City Board, however, intends to carry the case thru to see that the roads keep faith and that all consignees, of whom there are about thirty, are allowed the reparation claimed.

HEARING ON MONTANA grain rates was started before Examiner J. J. Wood of the Interstate Commerce Commission at Helena, Mont., Apr. 14. The complainant is the Montana Railroad Commission, which alleges that the rates to eastern and western terminal points are excessive and that the rates to eastern points discriminate against western terminals. The commission is represented by O. W. Tong and the railroads are represented by counsel. The first day was given to testimony by the complainant, which submitted tables and comparative statements to support its contentions, also to testimony of farmers on the cost of raising wheat.

THE ST. LOUIS MERCHANTS EXCHANGE, represented by Marshall Hall, Pres., and Charles Rippin, Traffic Commissioner, at a hearing on the "Rainer Buro" before a special examiner of the Interstate Commerce Commission recently, contended that the buro was established to permit the eastern railroads to charge a higher rate than the sum of the state rates as fixed by the Missouri and Illinois freight rate laws and commissions, plus the re-shipping rates on grain from St. Louis or East St. Louis to Central Belt Ass'n and Trunk Line territories. Grain shippers are required to surrender their Bs/L and expense bills to this buro before the grain can be reshipped in interstate traffic under interstate rates and Mr. Paul D.



Grain Dealers at Cedar Rapids, Iowa, April 9, 1914.



Rainer testified that St. Louis is the only exchange which has so far made complaint and that the rules were enforced at all points where grain was milled in transit or placed in elevators. He charged that the St. Louis Exchange was "wanting something nobody else had in order to get a lower rate." The Exchange and the railroads will file briefs soon so that oral arguments may be begun at Washington soon after in an effort to obtain a decision before the new crop is moved.

The Interstate Commerce Commission in its Investigation and Suspension Docket 298 authorizes the withdrawal by the Illinois Central Railroad of proportional rates on grain and grain products from St. Louis, Mo., and East St. Louis and Madison, Ill., to points in eastern trunk line territory east of Buffalo and Pittsburg. Commissioner Harlan in rendering the decision said: In Grain Rates in Central Freight Ass'n Territory, 28 I. C. C., 549, we recently had under consideration proposed increases in the proportional rates to Chicago applying on grain products moving from points in the state of Illinois to the Atlantic Seaboard, and we expressed the opinion that the traffic ought perhaps to move by some direct line and not by way of Chicago at all. We also said that if the line thru Chicago was unable to obtain reasonable compensation when operating over the circuitous route it should be permitted to withdraw from the service. In the case now before us the Illinois Central refers to this ruling in justification of its cancellation of its proportional rates from the river crossings

## A TRAVELER'S OBSERVATIONS.

Several years' experience in calling on country elevator men has taught me to expect when entering a dirty grain office, with gummy windows and floor littered with rubbish, that the proprietor is in harmony with his surroundings. In talking with other men calling on the same trade, I find that the successful men are progressive and enterprising; they insist upon having good light and air as well as a clean office to work in.

One Ohio dealer with unusually attractive surroundings recently responded, when complimented upon the appearance of his office, as follows: "I want my customers to feel that they are welcome here and their wives will have no hesitation to come in. I am anxious to have them all come in my office and try to make it such a pleasant place that the nail keg club will not handicap my business by making my office their rendezvous."

The gradual though marked improvement in the surroundings of grain elevator offices shows conclusively that the grain dealers are thinking seriously regarding the influence of their surroundings on their trade.

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In Illinois the Public Utilities Commission has ruled that where one telephone company is giving satisfactory service it is directly against public policy to permit another company to install a second system of telephones. Naturally, this decision has been commended by many

thinking people, who see in the dual system a large waste.

In one Ohio town are six unprofitable elevators, wasting their time and energy in the handling of a million bushels of grain, much of which should go to nearby stations. At times competition is so keen that the buyers pay what they are bid their track for grain. Occasionally some of the dealers get pretty hard up and drop their prices to a profitable figure, but in the end none of the elevator men have anything to show for the service they render the public.

Competition may be the life of trade, but it is also often the death of the traders. Too many elevators do not reduce the cost of living. They result in aimless, useless economic waste, which must come out of society in the end. Three elevators could easily handle the business to which the station is entitled and all would be much better off. Even the farmer who now hauls his grain an extra 10 or 15 miles in hope of realizing a cent more per bushel would in the end be money ahead, because he would market his grain at his home station and have more spare time for the problems of the farm.

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C. L. Wood & Co., of Armstrong, Ill., have a wagon scale beam that would delight every weighman on a busy day. The top beam has spaces of 1,000, 2,000, 3,000, 4,000, and 5,000 pounds. The lower beam is graduated by 10-lb. breaks up to 2,000 pounds. This is the first beam of this kind I have found in a country elevator and I must say that its convenience should recommend it to every grain man who deems it profitable to save time and prevent errors. Another convenience found in the office of Wood & Co. is a typewriter, kept in a wall case with a glass dustproof door, so that when anyone desires to use it, it is in condition to use. In some elevator offices the typewriters are so covered with dust and dirt that it is next to impossible to type-write a letter, even tho one ignores the filth on the keyboard.

## A Busy Day at Hatterscheid's Elevator.

Peter Hatterscheid has been in the grain business at Corwith, Ia., 25 years and claims to be good for another quarter of a century unless the farmers persist in crowding him every day as they did one day last year when he weighed in 417 loads of corn over one scale. Can anyone beat it?



Peter Hatterscheid at Work in His Elevator Office, Corwith, Ia.

pointing out that it operates a north-and-south line and that the traffic ought to move by the direct east-and-west lines. In this view of the matter we concur, the more so as there are several east-and-west lines actively competing for the traffic at the present scale of rates. There is, therefore, no apparent reason why the circuitous line of that carrier should be preferred to the more direct lines of other carriers. Giving due weight to the whole situation as it is disclosed of record, we find that the respondent has justified its cancellation of its proportional rates on grain and grain products from St. Louis, East St. Louis, and Madison to the eastern destinations involved, and the order of suspension will therefore be vacated.

I LIKE the Grain Dealers Journal and do not wish to miss any copies.—D. M. McKenzie, agt., Western Elvtr. Co., Anthon, Ia.



On Jan 3, 417 Loads of Grain Were Received at Peter Hatterscheid's Elevator at Corwith, Ia.



# Seeds

CLOVER is the subject of an interesting Bulletin No. 47 issued by the University of Minnesota for the information of farmers.

HAMLET, IND., Apr. 29.—Seed oats scarce; seed corn averaging good test.—S. C. Reinhardt, asst. mgr. Farmers United Grain Co.

THE CANADIAN SEED GROWERS' Ass'n, at its recent session, elected the following officers: Pres., Dr. J. W. Robertson of Ottawa, Ont., and Sec'y, L. H. Newman of Ottawa.

THE MEMBERS of the new Arbitration Com'te on Grass and Field Seeds of the Milwaukee Chamber of Commerce are William A. Hottensen, S. G. Courteen, G. C. Holstein, A. L. Johnstone and L. Te-welles.

THE COLLIER PURE SEED Bill recently became a law in Maryland. The bill provides that packages must be plainly marked with the contents, the per cent of germination and the per cent of inert matter.

S. W. FLOWER & Co., seed dealers of Toledo, O., have incorporated under the same name, the capital stock being \$100,000. The incorporators are Chas. S. Burge, Pres., John A. Smith, Rich. Sheldon, R. G. Burge and L. M. Burlingame. Messrs. Burlingame and Burge have been taken into the firm, having been with the company for the last 12 years.

THE WORK OF SEED INSPECTION in the laboratory at the Minnesota college of agriculture has increased 500 per cent under the new seed law, according to W. L. Oswald, in charge of the laboratory. From 150 to 200 samples of seed are being received daily at the laboratory, Mr. Oswald said, and many of them are coming from farmers who realize the advantage of having seeds tested. A representative of the seed laboratory is traveling over the state making note of violations.

LONDON, ENG., Apr. 6.—The spring seed sowing demand with the improvement in the weather is now in full blast. English red clover supplies in moderate compass, finest and fine qualities scarce, samples useful, prices reasonable. Whites unchanged. Alsike firm for "spot" seed in English, Canadian and Continental seed, fine samples. Trefoil firm, samples good, prices cheap. Province lucerne firm to rising, stocks light. In grasses: French-Italian, Irish-Italian and perennials all dearer.—John Pickard & Co.

DECEMBER DELIVERY CLOVER seed, like October, usually reaches low point early and high late. There has been trade in December seed during April six years out of the past seven. Eight and nine years ago there was no trade till July. Low point those years occurred in July and August. Low since 1906 has favored April four times, April and May twice. On the big 1908 and 1913 crops low favored October and September respectively. High point has smiled on December five times, September twice, October once, August once. Last season December was down to \$7.45 early, up to \$9.05 in August, down to \$6.57 in September and up to \$9.77 in December. December seed has sold ten dollars better four times past nine years, nine dollars or better six times.—C. A. King & Co.

## Chicago Seed Movement.

During the week ending Apr. 25, Chicago received and shipped the following amounts of seeds, stated in pounds, compared with the corresponding week of last year:

|                  | Receipts— |         | Shipments— |         |
|------------------|-----------|---------|------------|---------|
|                  | 1914.     | 1913.   | 1914.      | 1913.   |
| Timothy seed..   | 134,000   | 863,000 | 400,000    | 723,000 |
| Clover .....     | 22,000    | 94,000  | 86,000     | 102,000 |
| Other grasses... | 240,000   | 200,000 | 536,000    | 725,000 |
| Flax (bus.)..... | 1,000     | 9,000   | 3,000      | 2,000   |

## Toledo Seed Movement.

During the week ended Apr. 18, Toledo received and shipped the following quantities of seeds, stated in bags:

|                       | RECEIPTS. |         | SHIPMENTS. |  |
|-----------------------|-----------|---------|------------|--|
|                       | Clover.   | Alsike. | Timothy.   |  |
| Week ended Apr. 18..  | 700       | 69      | 175        |  |
| Week Apr. 19, 1913... | 840       | 105     | 176        |  |
| This season to date.. | 74,146    | 8,522   | 33,786     |  |
| Last season to date.. | 49,886    | 4,841   | 49,953     |  |
| Week ended Apr. 18..  | 4,847     | 398     | 1,189      |  |
| Week Apr. 19, 1913... | 3,278     | 308     | 1,091      |  |
| This season to date.. | 71,953    | .....   | 32,462     |  |
| Last season to date.. | 59,464    | .....   | 39,409     |  |

## Imports and Exports of Seeds.

Imports and exports of domestic seeds and exports of foreign seeds during February, compared with February, 1913, and during the eight months ending Mar. 1, 1914, compared with the corresponding period ending Mar. 1, 1913, as reported by O. P. Austin of the United States Bureau of Statistics, were in pounds as follows:

|                           | IMPORTS.        |                 | EXPORTS.                       |                                |
|---------------------------|-----------------|-----------------|--------------------------------|--------------------------------|
|                           | February, 1914. | February, 1913. | Eight Mos. ended Mar. 1, 1914. | Eight Mos. ended Mar. 1, 1913. |
| *Castor Beans             | 81,886          | 67,181          | 604,252                        | 574,091                        |
| *Flaxseed                 | 521,093         | 229,378         | 5,553,343                      | 3,836,301                      |
| Red Clover                | 1,591,177       | 838,232         | 5,433,468                      | 5,130,284                      |
| Other Clovers             | 1,594,932       | 1,222,049       | 17,570,348                     | 11,962,007                     |
| Other Grasses             | 3,497,511       | 2,958,263       | 19,110,432                     | 20,108,440                     |
| Clover                    | 469,345         | 965,058         | 3,343,779                      | 4,338,222                      |
| Timothy                   | 1,826,551       | 1,704,534       | 9,053,649                      | 13,887,918                     |
| Other                     | 518,752         | 485,886         | 4,024,950                      | 7,211,154                      |
| *Flaxseed                 | 12              | 88              | 282,233                        | 16,093                         |
| EXPORTS OF FOREIGN SEEDS. |                 |                 |                                |                                |
| Clover                    | .....           | .....           | .....                          | 1,206                          |
| Other                     | .....           | .....           | .....                          | .....                          |
| Grasses                   | .....           | .....           | 46,085                         | 105,200                        |

\*Bushels.

## From the Seed Trade.

SPRINGPORT, IND., Apr. 8.—Clover fields look good.—G. W. Ruff.

McFALL, Mo., Apr. 17.—A surplus of both timothy and clover seed for spring sowing, which will be carried over, is held mostly by farmers. Farmers are sticking to the standard varieties and are not using much of the newer grasses, except sweet clover, which is being tried out to quite an extent this season.—Hyde Seed Farms.

TOLEDO, O., Apr. 20.—Stocks of contract wheat at Toledo which have been unusually large for this point, sustained a reduction of 100,000 bus. during the past week, but are still around the half-million point. In spite of this shrinkage, the premium over Chicago dropped from 8c to 6c. May retains a 10c premium over July.—Southworth & Co.

LOS ANGELES, CAL.—In Southern California an increased acreage is devoted to bluegrass and timothy, which are proving to be profitable crops. Prices of various seeds are much below what they have been in former years, being largely accounted for by importations from Germany and Spain, alfalfa particularly being from two to six cents per pound lower than two years ago.—David W. Crane.

MECHANICSBURG, O., Apr. 18.—Our business this year has been the best since we have been in business and our sales of new sorts have, in several cases, doubled and quadrupled over any previous year. Our customers seem more particular than ever before and more discriminating. Seeds which could not be sold at all two or three years ago have been in such demand that it was difficult to supply them in sufficient quantities. However, on most of our seed crops, there have not been decided shortages and nearly all of our customers are getting what they need. The popular favorites have been alfalfa, Melilotus Alba, soy beans and winter vetches. As to the way in which last season's market prices have affected farmers' disposition for growing this year, we are unable to do much more than make a guess. With soy beans, how-

## All Gunning for the Same Shipper at Cedar Rapids Convention.



Standing, Left to Right: A. J. Moore, Chicago; J. L. Welsh, Omaha; S. E. Trask, Sioux City; W. F. Shepard, Sioux City.  
Sitting, Left to Right: E. A. Armstrong, Milwaukee; E. M. Richards, Pocahontas, Ia.; E. A. Sullivan, Kansas City.



ever, many of our customers have decided to grow this crop for feeding purposes rather than for seed, while up to within a year or so, they all wanted to grow them for seed alone. We consider this an extremely good indication, because it is obvious that no crop can very long be grown for seed exclusively. We rather think the tendency with all these new crops is along this same line.—Chas. B. Wing, Sec'y Wing Seed Co.

GIBSON CITY, ILL., Apr. 20.—This has been a very hard year for the seed jobber, and especially for the large dealers. The supply was so scattered that markets would not hold up. The coming season will see a marked decrease in acreage of the clovers available for seed, but with a very great increase in acreage of timothy, and new experimental fields of alfalfa. We expect good acreage in millets also, on account of the drought last year. For the same reason, there was more timothy seed sown this spring than usual, which has helped to dispose of last year's large crop. About the only carry-over this year will be timothy and bluegrass seed. Clover has gone into the ground fast, and any carry-over will benefit the dealers.—Oxley Seed Co.

INDIANAPOLIS, IND., Apr. 22.—We think the outlook for seed acreage is about up to the average. The past season crops made good yield, while quite a lot of the clover seed was damaged to some extent in the fields before hulling. We hear some complaints of the new clover that was sown this spring being damaged by cold weather. Some few have resowed their fields and quite a number complain that the damage was considerable as the cold weather came while the plant was young and tender. There seems to have been more alfalfa sowed this season than common, but it is not raised very extensively in this locality as yet. Most farmers have had considerable trouble in getting a stand. In regard to quantity of clover seed carried over from last crop, we believe there is considerable still in the farmers' hands, and in a good many localities farmers that did not have clover enough for their own seeding bought enough for this year, and next year's seed-

ing. While others had a surplus of seed quite a number of them saved enough for next spring's seeding. Do not believe as a general thing that the dealers have a very large stock of seed, as most of them cleaned up pretty well during the spring demand. Unless something should happen to injure the clover that will be for seed this fall, do not see much prospects for higher prices. The acreage that will be cut for seed this fall will be about the same as last year. Should the seed turn out equally as well, with the surplus seed carried over, it will make really more seed on the market than last fall.—W. J. Mercer, Sec'y Files-Thomson Co.

THE POWER OF FIXING GRAIN PRICES of the world has passed from the United States to the Argentine Republic, said B. W. Snow, crop expert of Chicago, in an address before the St. Joseph, Mo., Commercial Club. He further stated that our increasing population necessitates the consumption of nearly all domestic grain, but in the corn situation we have been unable to compete with Argentina.

EXPERIMENTS IN GROWING BROOM corn in Panama have been carried on for three years at Nombre de Dios, District of Isabel, Province of Colon, with very gratifying results. In one case one-quarter acre produced 500 pounds of corn and 800 pounds of broom twigs. It has not only been demonstrated that broom corn may be successfully grown in Colon, but the brooms manufactured therefrom are pronounced good and as serviceable as those imported.

THE CORN PRODUCTS REFINING Co.'s plant at Granite City, Ill., is to be closed down indefinitely, due solely to lack of business, according to Pres. Bedford. The plant has a capacity of 12,000 bus. corn a day and employs over 1,000 men. Pres. Bedford said: The large offerings and low prices of Argentine corn for May and June shipments have had a serious effect on prices. We have bought 1,000,000 bus. May and June for several cents less than Chicago prices.

## Illinois Shippers Overcharged.

BY TRAFFIC MANAGER.

By assessing the new local rates the railroad companies are overcharging Illinois dealers on grain shipped to Illinois points sold local and moving into other states on switching charge. The carriers allege that the shipments are interstate movements, and while it is true that the physical movement can be defined as interstate, it is wrong to apply any rate other than the legally established rate, the authority in this case being the Illinois Public Utilities Commission.

The basis of the carriers' assessment is that there are two local rates, which is erroneous, as the mere filing with the Interstate Commerce Commission of local rates that are wholly within a state, not given the approval of the state authority, confers no validity.

The utmost authority that the Interstate Commerce Commission could exercise over such shipments would be to control the assessment of freight on the rate authorized by the state authority, as these switch points carry no thru rates from point of origin.

Any shipper who has been charged the new local rates should communicate with his commission merchant to assist in obtaining a refund of the overcharge.

FOR GOOD ROADS the Public Roads and Highways Commission of Ontario finds that it will require \$30,000,000, and has presented an order to the Legislature for that amount. The roads are to be built within fifteen years and the expense is to be shared jointly by the province, counties, and cities.

A SAMPLE of 50½-lb. white clipped oats recently was received by J. C. F. Merrill, sec'y of the Chicago Board of Trade, from Lloydminster, Sask., Canada, the growers, Hill & Son, having won the \$1,500 prize by winning first at the annual shows at Omaha, Columbus and Dallas, Tex., in 1911, '12 and '13.

## New Elevator at Pocahontas.

Among the up-to-date elevators of Iowa is that of the Pocahontas Grain Co. at Pocahontas, a thriving town on the Sibley Branch of the Rock Island in the Northwestern part of the state.

It is pleasing to note the well laid plans for the rapid handling of grain in the general lay-out of the building. The main structure is 31 x 28 and 40 feet to the eaves. The ten bins are arranged in rows, three being located on each side and four over the working floor, giving a total storage capacity of 25,000 bus.

The elevator leg has 14 x 6-inch cups.

The shipping facilities are also of the latest type, loading being done through a Richardson Automatic Scale of 1500 bus. per hour capacity.

The owners have realized the necessity of keeping their grain up to grade and have therefore installed a Western Sheller and Cleaner which not only cleans their corn but relieves the company of paying freight on all the dirt and dust received from farmers.

The fire hazard has been greatly reduced through the installation of a 20 H.-P. electric motor which supplies all the power needed.

Within three days after the opening of the house, when the photograph reproduced herewith was taken, over 450 loads of corn had been received.

The Pocahontas Grain Co. is incorporated for \$10,000. E. M. Richards is manager.



Pocahontas Grain Co.'s Elevator at Pocahontas, Ia.



# Grain Trade News

## ARKANSAS.

Weiner, Ark.—The plant of the Weiner Rice Mill Co., burned Apr. 2; loss, \$100,000. The plant will not be rebuilt, according to recent reports.

## CALIFORNIA.

Pomona, Cal.—Park & Lichty are completing a new mill and elvtr. of considerable size.—David W. Crane.

Oxnard, Cal.—The Oxnard Commercial Co. incorporated to clean, grade and mill grain, beans, etc.; capital stock, \$10,000; incorporators, E. G., W. D. and Ethel M. Ruggles.

Los Angeles, Cal.—The Taylor Mfg. Company has added a 500-ton elvtr. to its plant, which enables it to meet the demands of its rapidly growing business. In connection with the milling plant, which occupies something like 10 acres of land, the company maintains a trading store, carrying groceries, provisions and field and garden seeds.—David W. Crane.

## CANADA.

Quebec, Can.—W. H. Lamer has been admitted to membership in the Board of Trade.

Fort William, Ont.—The Grand Trunk Pac. Ry. Co. will build a large addition to its elvtr.

Winnipeg, Man.—The Grain Security Co. has been incorporated in this city; capital stock \$50,000.

Tisdale, Sask.—The Tisdale Trading & Mfg. Co. will build a plant on the site recently acquired by it.

Bashaw, Alta.—The elvtr. of the Gillespie Co. of Edmonton, filled with grain, burned Apr. 1; loss, \$15,000.

Champion, Alta.—I am building a 35,000-bu. elvtr. at this station for my own use.—Claude Terwilliger, Vulcan.

Melfort, Sask.—O. M. Olson of Volga, S. D., is reported to be considering the erection of a 300,000-bu. elvtr. here.

Kircaldy, Sask.—The Home Grain Co. of Winnipeg, Man., is building elvtrs. at this station and at Ensign.—Claude Terwilliger, Vulcan.

Vegreville, Alta.—The Farmers Elvtr. Co. has completed arrangements for its 60,000-bu. elvtr. at this place and work will be started at once.

Fort William, Ont.—The new annex of the Can. Pac. Ry. Co.'s Elvtr. "D" has been completed and will be in operation at an early date.

St. Thomas, Ont.—John Campbell, formerly associated with H. Stevens or Chatham, in the grain and milling business, died recently at Toronto.

Calgary, Alta.—The Farmers Co-operative Elvtr. Co. will build 30 new elvtrs. in various parts of this province during the summer.—C. Barkoff.

High Bluff, Man.—We will build a 30,000-bu. elvtr. equipped with wagon dump and scales and all necessary equipment to make an up-to-date house.—A. Forsythe & Co.

High Bluff, Man.—The east elvtr. of A. Forsythe & Co., containing 25,000 bus. of barley, burned Apr. 11. The elvtr. and contents were a complete loss, but were partially insured.

Stratford, Ont.—James Hodd, for many years identified with the winter wheat milling interests of the northwest, and a partner of Hodd & Cullen, died Apr. 3 at Lethbridge, Alta. For some time he has been engaged in farming at Maple Creek, Sask.

Regina, Sask.—The Saskatchewan Co-operative Elvtr. Co. will build a reinforced concrete office building. It will be two stories high and will be built so that two additional stories may be added.

Swift Current, Sask.—J. A. Wilke and J. J. Nickle, of St. Petersburg, Russia, who have been making a tour of the northwest, thru the efforts of Pres. D. Y. Leslie of the Board of Trade, have secured a 20-acre site and will build a 1,000-bbl. mill and a large storage elvtr. at once. A large cereal mill will be built adjacent to these buildings next year. The gentlemen were large millers in Russia, but have disposed of their holdings in that country and will operate here.

Winnipeg, Man.—A delegation of business men from Vancouver and vicinity appeared before the Board of Grain Com's'ners at a meeting held in this city Apr. 6, to ask that the proposed government elvtr. be erected on Burrard inlet in British Columbia, the site recommended by Geo. E. Foster, minister of trade and commerce. Their request was opposed by a delegation from New Westminster and the vicinity, who strongly advocated that the logical location of the elvtr. was on the Frazer river.

Fort William, Ont.—On Apr. 16 the board of grain com's'ners heard the case of Robert Finlay against the Saskatchewan Elvtr. Co. at Perdue, Sask., involving the ownership of a surplus of grain shipped from a bin which he had hired from the elvtr. company. The special bin ticket held by Mr. Finlay showed 1,017 bus. of grain in the bin but the terminal receipt showed 1,178 bus. shipped from the same bin, a difference of 161 bus. He held that all of the grain in the bin belonged to him and asked payment for the surplus. The com's'ners however after hearing the evidence, tending to show grain of others had been placed in the bin, decided that the weights shown on the weigh tickets should govern, rather than the weights at the lake terminals.

Saskatoon, Sask.—The Grain Com's'ners heard the evidence Apr. 4 in the complaint of a number of farmers against the Goose Lake Roller Mills Co. The case is important in its bearing on the Western grain trade, especially where it relates to the bonding of warehousemen by guarantee corporations. C. H. Cawthorpe, mgr. for the Goose Lake Roller Mills Co., swore that he was the agt. of the Matheson-Lindsay Grain Co., of Winnipeg, and that he had never received payment from that company for all the grain he had shipped to them, some 45 cars, consequently he had been unable to pay the farmers who shipped their grain thru him via the Goose Lake Roller Mills elvtr. Mgr. Bergel, of the Matheson-Lindsay Grain Co., swore that Cawthorpe was not their agt., but Chairman Magill, of the Grain Com's'n, proved on the evidence of Bergel and by his written statement that Cawthorpe was the agt. of the company, and had been appointed by Bergel himself as such. The London and Lancashire Guarantee Corporation, who went bond for Cawthorpe wished it shown whether he had violated the provisions of the Grain Act. That the Matheson-Lindsay Grain Co. did violate the act in taking both the wheat and the farmers' storage tickets, leaving him nothing to show, and that Cawthorpe was their agt., and that they were responsible for his actions was proved.

## COLORADO.

Akron, Colo.—Officers of the Farmers Co-operative Ass'n are F. S. Highlan pres., W. A. Wells vice-pres. and myself sec'y-treas. We will build an elvtr. soon.—Horner Evans.

Daily (no p. o.), Colo.—A new elvtr. will be built at this station which is 25 miles east of Sterling.—H. E. Robbins, agt. O. L. Mitten Grain Co.

Denver, Colo.—Wm. D. Stewart, employed by the Hungarian Mfg. & Elvtr. Co., recently had his hand badly crushed and broken by a falling pulley. The knuckles on three fingers were broken and his thumb was also broken in two places.

Florence, Colo.—J. A. Petty, a well known grain and feed dealer of this city, was found dead at 8 p. m., Apr. 11, on the floor of his establishment, his skull having been fractured by a blow from some blunt instrument. Mr. Petty locked his store at 6 p. m. and started home but is believed to have been accosted by a negro who had been hanging around the neighborhood for several days and induced to open the store again. The body was lying by the scales and had been covered with gunny sacks. Examination proved that Petty had been weighing out feed when he was struck on the head from behind. The murderer then took his watch and about \$30 in cash and left, locking the door behind him.

## DISTRICT OF COLUMBIA.

Washington, D. C.—Wm. M. Galt & Co. have let contract for a new plant to replace the one burned Jan. 7. The new house will cost \$7,800.

## IDAHO.

Rockland, Ida.—The Inter Mountain Wheat & Mfg. Co. will build an elvtr. and warehouse at this station.

Boise, Ida.—Western Seed & Grain Co. incorporated; capital stock, \$10,000; incorporators, M. R. Sheton, A. E. Torrence and others.

Ucon, Ida.—J. C. Godfrey is mgr. for the Gem State Roller Mill & Elvtr. Co., Frank Manager for the Western Mill & Elvtr. Co. and W. C. Valentine for W. D. Brown Co.—Ucon Mfg. & Elvtr. Co.

American Falls, Ida.—The large frame warehouse of Ertel & Torrence, containing 6,000 bus. of grain, burned at midnight, Apr. 2. The building was covered with sheet iron, but burned to the ground. The damaged grain will be sold locally, as there is a good feed demand at present.

American Falls, Ida.—We were fully insured in the fire of Apr. 2 and now contemplate building a 25,000-bu. warehouse and an elvtr. with 75,000 bus. capacity. We have no elvtr. here now, but will equip the new one with up-to-date machinery, operated by electric power. There will be two legs, one for receiving, the other for shipping. The elvtr. will be of wood covered with galvanized iron. We will not build before July 1.—Ertel & Torrence, per C. H. T.

## ILLINOIS.

Osco, Ill.—Booth & Son have succeeded J. J. Hadley.—E. G. Samuelson.

Staley (R. D. Champaign), Ill.—Rising & Lowman have succeeded F. R. Ludwig.

Dewey, Ill.—I will make general repairs and may paint my elvtr.—Thomas Ogden.

Orion, Ill.—T. I. Bachus is not in the grain business here. He is still handling lumber.

Maple Park, Ill.—We are out of the grain business, having sold out.—Nelson & Fraser.

Glenavon, Ill.—I expect to buy a gasoline engine and will make general repairs.—L. J. West.

Wyoming, Ill.—F. P. Colwell, a grain man at this station, has been appointed postmaster.

Stillwell, Ill.—The Union Grain Elvtr. Co. has increased its capital stock from \$2,500 to \$3,500.

Gilman, Ill.—The old "Wabash" Elvtr. of the R. F. Cummings Grain Co. is being wrecked.



Glenavon, Ill.—I expect to put in another corn drier and will make general repairs.—J. J. Stack.

Hindsboro, Ill.—S. Munson is making extensive repairs in his elvtr.—O. J. Moss, Munson & Moss, Kemp.

De Kalb, Ill.—Lamson Bros. & Co. have moved their offices to the Odd Fellows Bldg. Geo. Laker is mgr.

Wolfe (Plainfield p. o.), Ill.—The Plainfield Grain Co. will install a No. 14 Boss Car Loader in its elvtr. here.

Champaign, Ill.—A meeting of District No. 6 of the Farmers Elvtr. Mgrs. Ass'n will be held in this city May 6.

Edinburg, Ill.—Oscar Rink of O. H. Rink & Co., was married to Miss Marie Kincaid of Farmer City, Ill., on April 22.

Henning, Ill.—We expect to put a steel roof on our elvtr. and will build new coal bins.—J. H. Lenox, mgr. Farmers Grain Co.

Willmert Siding (Lincoln p. o.), Ill.—We recently bot the elvtr. of the Bloomingdale Grain, Lbr. & Coal Co.—Townshipline Grain Co., Lincoln.

Osman, Ill.—The report that I have bot the elvtr. of Geo. A. De Long is a mistake. I own only one elvtr. here.—J. W. Reardon, Fisher.

Spencer, Ill.—New Lennox Grain Co. incorporated; capital stock, \$5,000; incorporators, John L. Schroeder, Chas. Jarchow and Wm. C. Schmohl.

Bluff Hall sta. (Payson p. o.), Ill.—The only elvtr. here is that of J. E. Hood of Quincy and that is not in operation at present.—J. E. & R. Hood.

Williamsburg (R. D. Lovington), Ill.—C. E. Davis has bot the elvtr. of Paul Kuhn & Co. and I have leased it and will operate it myself.—J. A. Davis.

Cortland, Ill.—O. L. Colton, who bot the Chas. Godel Elvtr., formerly leased by J. Redmond, has raised the house, remodeled it, drained basement and will install a 100-h.p. steam engine.

Mendota, Ill.—We have raised the cupola on our oat house 10 ft., put in a belt with Salem buckets 12x6 and installed a 1,750-bu. Richardson Automatic Scale.—Mendota Farmers Elvtr. & Sply. Co.

Edwardsville, Ill.—The Blake Mfg. Co. incorporated; capital stock, \$100,000; T. F. Blake, pres. The company will overhaul the plant recently purchased at this point and will begin operations July 1.

Red Oak, Ill.—Grain business in this vicinity is on the decrease owing to the fact that farmers are beginning to feed nearly all the grain they raise.—C. A. Phillips, agt. B. P. Hill Grain Co.

Seneca, Ill.—The Seneca Grain, Lbr. & Supply Co. is considering a proposition to sell its elvtrs. at this station, Langham and Stockdale, to a new farmers elvtr. company that is being organized.

Ashland, Ill.—Uel J. Sinclair, sec'y-treas. of the Central Illinois Grain Co. will be married to Miss Mary McIntosh, of Bloomington, in June. Mr. Sinclair is a nephew of Edwin Beggs, with whom he is in business.

Saybrook, Ill.—A. L. Horner and W. W. Outlaw have bot the elvtr. of the Shearer-Null Grain Co., taking possession Apr. 20. The elvtr. will be operated under the name of the Horner & Outlaw Grain & Coal Co.

Orion, Ill.—Of the two elvtrs. here, the one on the C. B. & Q. is owned by J. H. Dole & Co. and leased by F. O. Swanson & Co., and the one on the C. R. I. & P. is owned by W. A. Fraser Co. and is not in operation.

Nashville, Ill.—John Huegely, one of the oldest and best known grain and mill men in southern Illinois, died Apr. 14 at the age of 96. He founded the Huegely Mfg. Co. and was active in the business until a few years ago.

Mattoon, Ill.—The report that our plant was destroyed here is incorrect. Our fire was only in a small warehouse in which we rented space for storage. Our mill and elvtr. and all our own warehouses are all right.—J. Ashbrook Co.

Bloomington, Ill.—Wm. J. Welch has bot the plant of the Hungarian Roller Mills, which was sold at public auction. The price paid is reported as \$40,000. The plant has been idle for some time, but will probably be repaired and put into operation.

Eldena, Ill.—Clarence Kalebaugh was arrested Apr. 20, charged with the embezzlement of \$800 of the firm's money while mgr. for the B. P. Hill Grain Co. The charge was brot by A. T. Young, now mgr. of the company. He was released on bonds of \$500.

Whitehall, Ill.—I have bot the mill and elvtr. of Frech and Johnson and will take charge May 1. Mr. Frech will continue as head miller for several months. The "North" Elvtr. will be remodeled and equipped for handling of corn, making storage room for 20,000 bus. of ear corn.—A. J. Barnett.

Wolf Lake, Ill.—Farmers here want an elvtr. and we believe that it could be made a paying proposition, as most of the wheat is loaded into cars and sold on track. Last season we shipped about 75 cars. I will give all the information I can to anyone who cares to look over the situation.—H. E. Combs.

Atwater, Ill.—The G. W. Barnett Grain & Merc. Co., which formerly operated the Atwater Elvtr., is out of business at this point. Geo. W. Carrico of Barnett, Ill., contemplates putting up an elvtr. here this summer. The old elvtr. burned in November, 1912, has never been rebuilt owing to crop failures.—W. L. Enslow.

Cairo, Ill.—The Cuban Mfg. & Feed Co. incorporated; capital stock \$30,000; incorporators, Judge W. S. Dewey, H. S. Antrim, and J. D. Ladd. The company will deal in and manufacture grain products and feeds. All of the incorporators are well known, Mr. Antrim being pres. of the Board of Trade and head of H. S. Antrim & Co.

Venice, Ill.—The C. H. Albers Com's'n Co. will build a 300,000-bu. addition to its elvtr. at this point. Part of the old elvtr. will be wrecked to make room for the new house, which will be built on the edge of the river. It will be of reinforced concrete and steel and will be up-to-date in every way, with the conveyor system arranged to load and unload grain from barges and boats. Grain is being taken out of the bins in the old house as rapidly as possible, and it is hoped that the wreckers can get to work within 30 days. Concrete piling will be used for the foundations of the house, which will be 120x60 ft. This will give the company a total storage capacity here of 500,000 bus.

Cairo, Ill.—The following com'tes have been appointed by the Board of Trade to make all arrangements for the entertainment and care of the visiting delegates to the Illinois Grain Dealers Ass'n convention to be held here June 2 and 3: Reception Com'te—W. H. Wood, Jno. S. Aisthorpe, E. A. Smith, David Landsen, W. J. Johnston, Dr. Grinstead, M. F. Gilbert, Walter Warder, M. J. Howley, C. C. Terrell, Homer Harp, John Greaney, P. T. Langan, Chas. Feuchter, C. L. Keaton, Wilbur Thistlewood, Judge W. N. Butler, Judge W. S. Dewey, O. P. Hurd, E. L. Gilbert, Dan Kelly, Reed Green, C. O. Patier, Hunter Bird, P. C. Barclay, Julius Schuh, and R. H. Allen. Finance Com'te—H. R. Aisthorpe, J. H. Galligan, Ellis E. Cox, H. E. Halliday, E. G. Pink. Entertainment Com'te—W. H. Sutherland, George Parsons, Oris Hastings, C. S. Bourque, J. B. Wenger, E. E. Cox, Geo. Kochler, Chas. Miller, Alf. Haynes, B. H. King. Place Meeting and Executive Com'te—J. B. Magee, H. S. Antrim, A. E. Rust. Transportation Com'te—J. D. Ladd, John Jones, J. E. Luby, B. H. King, Jake Heid, Faudree, W. F. Crossley, C. S. Bourque, N. G. Carson, L. H. Mussman, and H. E. Pitts. Badges and Decorations—W. S. Powell, J. B. Wenger, Ira Hastings, W. G. Cunningham. Hotel Com'te—B. H. King, W. H. Sutherland, Jacob Heid. Publicity Com'te—Jno. C. Fisher, Albert Lane. Automobile Com'te—Ira Hastings. Ladies' Reception Com'te—Cairo Woman's Club. Attendance Com'te—J. B. Wenger.

Frankfort, Ill.—The Frankfort Grain Co. has closed the deal for the elvtr. of Henry Stellwagen and has leased elvtr. at Brisbane sta. (New Lennox p. o.) on the "J" road, as it was unable to make satisfactory arrangements for the leasing of the Mich. Cent. Elvtr. at Spencer. Henry Lühring is mgr. at this point and Mr. Stellwagen is sec'y.

Melvin, Ill.—James Lander was seriously injured Apr. 15 in the elvtr. of Lamoreaux & Inkster Bros., when he attempted to replace a belt while the engine was still running. The power had been shut off, but the wheel was still turning and caught the belt as he attempted to replace it. The heel of his shoe became caught in the belt and he was knocked off his feet, receiving a broken leg. He was alone at the time of the accident and crawled up the driveway before help arrived. The company carries accident insurance on Mr. Lander.

Neponset, Ill.—We have wrecked our two old elvtrs. and will build an up-to-date elvtr. of 36,000 bus. capacity, 34x34 ft. and 50 ft. to the top of the bins, which will all be hopped with sheet iron and spouted direct to the scale hopper. The equipment will include a motor in the cupola, V-shaped cups of 2,800 bus. per hour capacity, and a 2,000-bu. Richardson Automatic Scale in the basement that will feed into the back leg. The driveway will be on the track side and will have a platform dump with automatic controller. The basement will be floored with concrete. We expect to have it completed by June 1.—Farmers Grain Elvtr. Co.

## CHICAGO NOTES.

C. H. Canby Jr. became a benedict on the 16th of the month.

W. C. Ervin & Co. are among the new tenants in the Webster Bldg.

Robert Binns, one of the oldest members of the Board of Trade, died in New York, Apr. 16.

H. C. Knoke & Co., cereal millers, suffered a loss of \$10,000 by fire, which partially destroyed their plant, Apr. 20.

Pres. Canby of the Board of Trade is rapidly convalescing from his recent illness and will be on duty again in a few days.

A. G. Gebhart & Co. have opened offices in the Webster Bldg. and will deal in grain and feed. Mr. Gebhart has been connected with wholesale grain trade for the past 8 years.

P. H. Bevis, who has been ass't to Robert Kettles in the grain sampling dept. of the Board of Trade for many years, has resigned and June 1 will take charge of the sampling dept. of the Duluth Board of Trade.

Edward Metzger of Alexis, Ill., who has been employed as a grain salesman for W. A. Fraser & Co. for the last 5 years, was arrested Apr. 15, charged with embezzling \$2,000 of the firm's money. He was held in \$5,000 bonds.

Grain dealers at this market have appealed to Postmaster-General Burleson to reduce the charges for mailing grain samples. The grain men allege that the postal authorities at Chicago have misinterpreted the rules for mailing grain samples and that a discrimination against this market therefore exists.

The following have made application for membership in the Board of Trade: Frank C. Hollinger, Theo. Harbeck, Donald C. Brafford, Commodore P. Cline, Chas. L. McGraw, Albert J. Kemper, and Arthur R. Roberts. The memberships of John A. Tobey, Emory D. Garver and Philip A. Dugan have been posted for transfer. Memberships are quoted at \$2,200 net to buyer.

The change in the rules of the Board of Trade prescribing the grades deliverable and the discounts to be allowed, made necessary by the adoption of the Federal corn grades, effective July 1, were adopted by the exchange Apr. 14. The amendment was published in full in the Apr. 10 number of the Journal. All contracts entered into prior to Apr. 14 will be closed under old style.



Owing to the ill health of Mr. James Crighton of Crighton & Lasier, they have deemed it advisable to turn over the details of their cash grain business to the Nash-Wright Grain Co. in the belief that they can better serve the country by their combined forces. Crighton & Lasier will therefore close their present offices, but both will give the business the same personal attention thru the Nash-Wright Grain Co.

F. H. Peavey & Co. have advised the banks of this city that they will pay off the \$2,000,000 6% notes which were issued in 1911 in exchange for current obligations following the mysterious death of James Pettit, mgr. of the local branch of the company, whose body was found floating in the lake near his home at Highland Park. A shortage of \$1,000,000 was discovered in his accounts, but in the last 2 years the company has been able to make up the loss, and is now ready to discharge the notes, which mature Aug. 1.

**CHICAGO CALLERS:** Chas. D. Carlisle, Carlisle Com's'n Co., Kansas City, Mo.; C. A. McCotter, Grain Dealers National Mutual Fire Insurance Co., Indianapolis, Ind.; Geo. E. Traut, inspector Grain Dealers National Mutual Fire Insurance Co., Bloomington, Ill.; A. E. Reynolds, Crabbs Reynolds Taylor Co., Crawfordville, Ind.; J. W. McCord, sec'y Ohio Grain Dealers Ass'n, Columbus, O.; B. J. Ostrander, B. J. Ostrander & Co., Winnipeg, Man.; J. S. Hutchins, Ponco City, Okla.; Jule G. Smith, pres. Ft. Worth Elvtrs. Co., Fort Worth, Tex.

## INDIANA.

Union Mills, Ind.—Arden Hay has built a \$4,000 elvtr. at this station.

Dunfee, Ind.—Frank Shroyer is building a combination grain and hay warehouse.

Keystone, Ind.—P. W. Mead has bot the Keystone Elvtr. owned by F. E. Haller.

Lake, Ind.—We will install new additional conveying machinery in our elvtr.—Collins & Swallow.

Springport, Ind.—I have bot the mill and elvtr. at this station and have put it in first-class shape.—G. W. Ruff.

Ade, Ind.—Ade Grain Co. incorporated; capital stock, \$30,000; incorporators, W. T. McCray, W. Simons and Fred Lyons.

Hamlet, Ind.—James S. McCormick has succeeded H. C. Schultz as mgr. of the Farmers United Grain Co. and has selected S. C. Reinhardt as ass't mgr.

Osgood, Ind.—Geo. D. Ruff owns the mill here, but there is only one elvtr., which is operated as the Osgood Grain Co. H. L. McCoy is prop. and mgr.—W. A. Vaylenger.

Fort Wayne, Ind.—A meeting of the creditors of the Egly-Doan Elvtr. Co. will be held before Referee in Bankruptcy Sol A. Wood, in the United States Court Room, May 2.

Mt. Comfort, Ind.—I have bot the elvtr. of Dunn & Whitaker at this station but will still retain my interest with the Dayton Grain & Lbr. Co., Dayton.—F. C. Williams, Dayton.

Hanna, Ind.—We have taken over the grain stations which were formerly operated by C. F. Davison at Bee Grove, Davis, Hanna, Hayville and Thomaston.—E. C. Price, W. S. Price & Son.

Kentland, Ind.—The McCray Grain Co. incorporated; capital stock, \$75,000; officers and incorporators, Warren T. McCrary, pres.; Wm. Simons, vice-pres.; and A. E. Busto, sec'y. There will be no change in the business of the company.

Shirley, Ind.—Burl Finch, who recently sold his interest in the Fortville Mfg. Co., Fortville, has bot the Lee Craig property and will build an elvtr. work beginning Apr. 15. A. C. Clark will be mgr. and the house will be operated as Finch & Clark.

Frankfort, Ind.—H. C. Clark has sold his interest in the firm of Stevenson & Clark to Dr. Guy L. Bergen. The company will operate as Stevenson & Bergen Grain Co. but Dr. Bergen will be a silent partner and Mr. Stevenson will manage the business.

Fowler, Ind.—We have formed a co-partnership and will operate the elvtr. recently purchased from Flinn & Gaunt under the name of the Fowler Grain Co. The firm is composed of Frank E. Cones, Lemuel Shipman, Wm. H. Cheadle and myself. I will be mgr.—Frank Pagett.

West Lebanon, Ind.—On Apr. 7 we held our yearly meeting and elected 3 directors. When the yearly report was read, some were surprised, for, after paying out over \$2,450 for expenses for the year, the dividend was 40%; not so slow for the year and kind of grain we had to handle. All were satisfied, and I was hired to manage things for another year.—Sam Erskine, mgr. West Lebanon Grain Co.

Lawrenceburg, Ind.—The Wm. P. Squibb Distilling & Cattle Feeding Co. has let contract for its new plant. The old plant will be shut down for the next six months and the old distillery built in 1839 will be wrecked and the new building erected on the site. It will be of reinforced concrete and brick, equipped with all of the latest improvements, and will have a capacity of 5,000 bus. of grain per day. The grain elvtr. will have a capacity of 50,000 bus. The new distillery will cost about \$250,000.

## INDIANAPOLIS LETTER.

Wm R. Evans of the Evans Mfg. Co. has been admitted to membership in the Board of Trade.

The mid-summer meeting of this ass'n will be held in Indianapolis June 24 and 25.—Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n.

Albert Holz, a grain com's'n salesman, recently fell thru a skylight and has a badly damaged head as a result.

We have been conducting two branches of business under apparently the same name. The line of elvtrs. has been operated under the name of Urmston Grain Co., while the track buying and commission, including both Buffalo and Tipton offices, has been conducted under the name of The Urmston Grain Co. Sherman B. Harting of Elwood, Ind., and Chessel W. Urmston of Buffalo, N. Y., have purchased an interest in the commission business of The Urmston Grain Co. and the same will now be operated under name of "Urmston-Harting Grain Co." The line of elvtrs. will be conducted under the name of Urmston Grain Co., as before. The office of both companies will be moved to the Board of Trade building, in this city, as soon as arrangements can be completed, which is supposed will be the last of this month.—Urmston Grain Co.

## IOWA.

Swaledale, Ia.—F. E. Hales may build an elvtr.

Riceville, Ia.—F. E. Burke is building an elvtr.

Clare, Ia.—The Farmers Elvtr. Co. is remodeling its elvtr.

Rowley, Ia.—We expect to paint our elvtr.—Van Orsdahl & Co.

Olaf, Ia.—The Farmers Elvtr. Co. has installed an automatic scale.

Alta, Ia.—The Farmers Elvtr. & Supply Co. has installed an Avery scale.

Des Moines, Ia.—The Snyder Grain Co. has moved its office to Sioux City, Ia.

Leland, Ia.—Farmers are interested in the farmers elvtr. company proposition.

Geneva, Ia.—Page & Luke have bot a new Fairbanks Type Registering Beam Wagon Scale.

Auburn, Ia.—Howard & Barry have installed a 2,000-bu. Richardson Automatic Scale.

Schleswig, Ia.—Wm. Bigelow is the new second man at the Nye-Schneider-Fowler Elvtr.

Ventura, Ia.—The Farmers Elvtr. Co. will tear down their elvtr. and build a new one.

Walker, Ia.—We expect to build a modern coal house.—J. F. Zimpfer, mgr. Farmers Elvtr. Co.

Stanhope, Ia.—The Farmers Elvtr. & L. S. Co. is installing a 2,000-bu. Richardson Automatic Scale.

Gibson, Ia.—We have let contract for painting our elvtr.—J. B. Graham, agt. Home Lumber Co.

Lake Park, Ia.—The Theo. Sindt Grain Co. has torn down its corn cribs and will build new ones.

Luzerne, Ia.—We are remodeling our implement house.—H. L. Lorenz, mgr. Luzerne Mercantile Co.

McIntire, Ia.—Farmers are agitating the organization of an elvtr. company and will buy or build a house.

Riverside, Ia.—We expect to build a new office building near our elvtr.—Wm. Griffin, mgr. Fesler & Griffin.

Emmetsburg, Ia.—The contract for the new elvtr. of the Farmers Elvtr. Co. has been let to L. Buege.

Oyens, Ia.—Peter Arendt of Le Mars has succeeded N. Freymann as mgr. of the Plymouth Mfg. Co.'s elvtr.

Hanna sta. (Lu Verne p. o.), Ia.—The elvtr. of the Kunz Grain Co. will be closed for a few days for repairs.

Breda, Ia.—The Breda Elvtr. Co. is installing a 2,000-bu. Richardson Automatic Scale and is remodeling its elvtr.

Wellsburg, Ia.—The new elvtr. of John Tjaden will be completed in less than a month if the weather holds good.

Cedar, Ia.—No elvtrs. will be built at this station this year. I will install a 12-h.p. engine in my elvtr.—R. J. Woody.

Norway, Ia.—We expect to paint our elvtr. and make general repairs.—C. W. Buchanan, mgr. Farmers Elvtr. Co.

North Liberty, Ia.—We expect to repair our driveway and will paint our elvtr.—H. A. Wray, mgr. North Liberty Elvtr. Co.

Lewis, Ia.—The local elvtr. was struck by lightning recently and burned to the ground. The insurance amounted to \$5,000.

La Porte City, Ia.—F. E. Hoyt has bot the interest of W. H. Bickel in the Producers Elvtr. Co. and will be the new mgr.—S.

Des Moines, Ia.—E. J. Nolan, scale inspector of the Western Grain Dealers Ass'n, will cover his territory in a new automobile.

Yorkshire, Ia.—The Neola Elvtr. Co. will rebuild its elvtr. burned Mar. 7. Work to be started as soon as the weather permits.

Boone, Ia.—The Farmers Elvtr. Co. is installing a manlift, new dumps and new legs. The Newell Constr. Co. is doing the work.

Crystal Lake, Ia.—Erickson & Rasmussen are remodeling their elvtr. and installing a 2,000-bu. Richardson Automatic Scale.

Marble Rock, Ia.—We are retiring from the grain business, having sold our elvtr. to the Farmers Elvtr. Co.—Bucklen & Maxson Co.

Blairstown, Ia.—A. J. Wilson, pres. of the Blairstown Grain Co. is temporary mgr. of the company.—Mgr. Watkins Grain Co., Watkins.

Dedham, Ia.—The Farmers Grain, L. S. & Lbr. Co. is installing a 2,500-bu. Richardson Scale equipped with a new residue attachment.

Sheffield, Ia.—The Farmers Elvtr. Co. has just installed a 2,000-bu. Richardson Automatic Scale. Aug. Froning has also installed one.

Valeria, Ia.—J. Gannon's new elvtr. will be of cribbed construction, 26x36x40 ft. He will install a 2,000-bu. Richardson Automatic Scale.

McIntire, Ia.—I have recently bot the elvtr. of the Ober-Kingsbury Grain Co. and may wreck it.—A. Blanchard, agt. Cargill Elvtr. Co.

Melvin, Ia.—W. I. Case has succeeded W. H. Hubbard as mgr. of the Farmers Elvtr. Co., Mr. Hubbard having bot an elvtr. at Paton.



Persia, Ia.—John German is second man here. I am still mgr., having held that position for the last 16 years.—J. F. Small, Neola Elvtr. Co.

Ricketts, Ia.—L. Herbsen of Schleswig has succeeded J. G. Behler as mgr. for Nye-Schneider-Fowler Co., Mr. Behler having resigned.

Clear Lake, Ia.—S. J. Clausen is installing a Gerber Distributor and a New Challenge Dump. He is also giving his elvtr. a general overhauling.

Fenton, Ia.—F. H. Seiler of Seiler & McDonald of Algona is overhauling and painting his elvtrs. at Halfa, Plum Creek, Doli-ver and at this station.

Kinross, Ia.—We expect to build new lumber and coal sheds and will also put in a full stock of implements.—J. A. Trimble, mgr. Liberty Lumber Co.

Sioux City, Ia.—Frank Hoeser of Merrill has formed a partnership with Jos. Leopole and will engage in the grain com's'n business at this market.

Webster, Ia.—We will probably paint our elvtr. and may possibly build a new one if crop prospects are good.—L. L. Lickers, mgr. Diamond Lumber Co.

Farnhamville, Ia.—H. F. Dohrman has remodeled his elvtr., putting in a drain. He has also deepened the pit and lowered the driveway.—D. W. Ault, Farmers Elvtr. Co.

Holland, Ia.—John Frerichs has bot a 1,750-bu. Richardson Automatic Scale for his elvtr. here. He has also bot the same size and make of machine for his elvtr. at Dike.

Sioux City, Ia.—Burning papers stored in a room on the 3d floor of the Grain Exchange Bldg. caused a fire scare in the bldg. at 3 p. m., Apr. 8. No damage resulted.

Dawson, Ia.—The farmers have not organized yet but will probably do so soon. I have not sold my elvtr. to them but may do so when they are ready to buy.—R. S. Witter.

Clarion, Ia.—The Farmers Elvtr. Co. has bot the elvtr. of Bennett & Sturgeon. The Western Elvtr. Co. own the house I am operating and there are no other elvtrs. here.—P. H. Goslin.

Waukon, Ia.—Fred Nagel has bot the site of the elvtr. of Minert & Nagel for \$6,750 and Willard Minert will retire from the firm. The elvtr. burned Feb. 22 and a new house will be erected.

Paton, Ia.—I will take possession of the M. J. Conry Elvtr. which I recently bot May 1, and will engage in the business on my own account.—W. H. Hubbard, mgr. Farmers Elvtr. Co., Melvin.

Templeton, Ia.—The Farmers Elvtr. Co. elected the following officers at the recent annual meeting: John Schrum, pres.; Geo. Keltman, vice pres.; John B. Rohe, sec'y, and Frank Lechtenberg, treas.

Kilduff, Ia.—I now own and operate the elvtrs. at this station and at Murphy, having succeeded Macy & Flack. Macy Bros. still operate at Lynnville and Macy Bros. & Awtry at Sully.—D. S. Fleck.

Ireton, Ia.—The Jones Elvtr. was formerly owned by Apland & Gunderson and has not been operated for some time. It was recently sold at auction and is now being wrecked.—Farmers Co-operative Ass'n.

West Union, Ia.—The following officers were elected at the recent annual meeting of the Farmers Co-operative Shipping Ass'n: A. H. Kent, pres.; Fred Oleson, vice-pres.; L. S. Cooley, sec'y; and Henry George, treas.

Denison, Ia.—The Farmers Elvtr. Co. has applied for a charter, placing its capital stock at \$10,000, about \$6,000 of which has been pledged. The company will probably accept the site offered by the Ill. Cent. R. R. for its elvtr.

Des Moines, Ia.—Applications for membership in the W. G. D. A. have been made by the following: Interior Grain Co., Davenport; Larson & Nelson Grain Co., Thor; Davenport Elvtr. Co., Davenport; J. A. Frerichs, Dike, Ia.

Mt. Ayr, Ia.—We have the only elvtr. at this station and our only competitor is a scoop shoveler from Lamoni. A. Humeston & Son have not had an agt. here since our elvtr. was built 2 years ago.—G. L. Hayes of E. E. Hayes & Son.

Muscataine, Ia.—The reports that we were arranging for the establishment of an elvtr. here are incorrect. We have no knowledge of the matter nor has there been any requests for information filed with us.—A. S. Lawrence, sec'y Commercial Club.

Yetter, Ia.—We are making a general improvement in our elvtr., putting in automatic scales, new rope drive, new pan and new foundations. We are also building a new office. The Newell Constr. Co. is doing the work.—D. N. Basler, mgr. Farmers Grain Co.

Madrid, Ia.—L. E. Johnson of Johnson & Lundahl was taken suddenly ill at church, Apr. 12, and his condition became rapidly worse. On Apr. 15 he was taken to a hospital in Des Moines and was operated on the next day. He has been suffering from bladder trouble for some time.

Farnhamville, Ia.—Excavating for our new elvtr. has been started by the Newell Constr. Co., which has the contract. The house will have a capacity of 30,000 bus. We will also remodel our old elvtr., putting in new legs, and lowering the driveway.—D. W. Ault, Farmers Elvtr. Co.

Highland Center, Ia.—Work on the new 8,000-bu. elvtr. is progressing rapidly and we expect to have the house ready to handle grain within 10 days. It will be equipped with up-to-date machinery. The Burrell Engineering & Constr. Co. has the contract.—W. E. Davis, mgr. Neola Elvtr. Co.

Onawa, Ia.—On Apr. 14 our competitor, J. A. Gray, had a small fire in the cupola of his elvtr. caused by a spark from one of his motors but it was put out before any damage was done. The local fire dept. had the hose throwing water within 5 min. from the time the fire was noticed.—Farmers Elvtr. Co., per A. D. Post, mgr.

Watkins, Ia.—Ray A. Beuter, sec'y and mgr. of the Watkins Grain Co., attended the Western G. D. A. Convention at Cedar Rapids. Ray reports that it was very interesting to hear the various talks on the grain topics of the day. One subject that was clearly explained to the listeners was the co-operation of cars and the loss of grain in transit. It is his opinion that every elvtr. concern should be a member of some grain dealers ass'n.

Aredale, Ia.—We will wreck our old elvtr., built nine years ago, as it is going to pieces, and build a 30,000-bu. house, modern in every respect, two 12x6 legs, two dumps, Western Gyration Cleaner, man-lift, Richardson 1,200-bu. per hour Automatic Scale, Fairbanks-Morse Type registering beam, wagon scale, and 20-h.p. oil burner engine. The house will have 12 bins, all hoppers, and be covered with corrugated galvanized iron. Work on wrecking the old house will commence Apr. 15. The Burrell Engineering & Construction Co. has the contract.—H. R. Stock, mgr. Farmers Co-operative Society.

Onawa, Ia.—We have just installed a 15-h.p. electric motor in our elvtr. We also recently installed two 7 1/2-h.p. motors which we use one on each leg to elevate a wagon load per min. for each leg making our elevating capacity 100 bu. per min. The 15-h.p. we use on our 1,500-bu. per hour cleaner and the car puller, which has a capacity of 8 cars. Since installing our motors and with electric lights thruout, two dumps of 1,100-bu. capacity, a 2,000-bu. per hour Richardson Automatic Scale, an extra large cleaner, car puller, and all hopper bottom bins, we think our new 50,000-bu. house hard to beat. We will build at once a 2-room addition to our present brick office for a private office and directors' room, same to be fitted out with first class office furniture, filing cabinets, etc. The annual meeting was held Apr. 4 and all the old directors, officers and manager re-elected for another year with a \$25 per month advance in the manager's salary.—A. D. Post, mgr. Farmers Elvtr. Co.

Marble Rock, Ia.—Farmers Elvtr. Co. incorporated; capital stock \$3,000; incorporators Matt. Standt, F. W. Ganger, A. Jandl and others. The company has bot the elvtr. of the Bucklen & Maxson Co., paying \$7,000. Possession will be given May 1 and M. Q. Newell will be mgr. C. E. Eas-terday is pres. and Loren W. Inman sec'y-treas.

## KANSAS.

Iuka, Kan.—John Magruger has leased his elvtr. to the Farmers Elvtr. Co.

Hutchinson, Kan.—The Union Grain Co. has been incorporated at this point.

Amy, Kan.—We are handling seeds here and will also buy grain.—Sharp Bros.

Patterson, Kan.—W. W. Cottman has installed a Richardson Automatic Scale.

Coldwater, Kan.—Work on the plant of the new grain and milling company has been started.

Doniphan, Kan.—Chas. P. Carrigan has let contract for the 6,000-bu. elvtr. he will build at this point.

Lindsborg, Kan.—F. R. Hauschildt of Sacramento, Cal., is now with the Linds-borg Mill & Elvtr. Co.

Alton, Kan.—A 90,000-bu. elvtr. will be erected by the F. W. Gaunt Grain Co. It will be in tank form.

Osborne, Kan.—Osborne County Farmers Union Co. has increased its capital stock from \$10,000 to \$25,000.

Isabel, Kan.—F. N. Strohl, formerly agt. for W. E. Clark, is now mgr. for the Lara-bee Mlg. Co. at this station.

Wichita, Kan.—The Imboden Mlg. Co. will use electricity for power in future, having installed a 200-h.p. motor.

Moran, Kan.—E. N. McCormack bot the interest of my partner, J. J. Wilson, in the Moran Grain Co. Apr. 1.—W. I. Ham-mel.

Formosa, Kan.—J. G. Sturtevant is mgr. of the Jewell County Co-operative Busi-ness Ass'n which operates a 25,000-bu. elvtr.

Rome, Kan.—We will rebuild our elvtr. at this station in time for the new crop.—W. Q. Rosecrans, mgr. Wellington Mill & Elvtr. Co.

Kansas City, Kan.—Sam'l F. Harvey, one-time chief weighmaster for the Kansas Grain Inspection Dept., died at his home in this city, Apr. 8.

Denison, Kan.—I sold my elvtr. to F. B. Baxter, who in turn sold it to D. Coleman, who took possession Apr. 20.—John McClune, Summerfield.

Marysville, Kan.—I have succeeded J. S. Van Zandt and am the only firm in opera-tion here at present, the mill of A. I. Bain being idle.—J. H. Cavanaugh.

Reserve, Kan.—Albert Maust of Falls City, Neb., has bot the elvtr. of James Peterson, which has been operated by W. C. Peterson. James Gilmore will be mgr.

Kansas City, Kan.—The state inspection dept. in February reported fees amounting to \$8.45, while the Kansas City (Mo.) Board of Trade inspection dept. reported \$2,174 from Kansas.

Summerfield, Kan.—I have bot the elvtr. of Frank Thomann, who operated as the Summerfield Elvtr. Co., and will take pos-session about June 1.—John McClune, formerly at Denison.

Winfield, Kan.—N. M. Vilm, mgr. of the Baden-Vilm Mlg. Co., operating an 800-tbl. mill and several country elvtrs., has sold his interests to J. E. Jarvis. Ross Straton is now mgr.

Attica, Kan.—The local mill has recently changed hands and there is some talk of its being put into shape to run by the time the new crop moves.—R. D. Ely, mgr. Attica Grain & Elvtr. Co.

Montezuma, Kan.—Our new 12,000-bu. elvtr. will be equipped with a 5-ton wagon scale, Richardson Automatic Scale, and manlift.—Jesse Nebergall, Hugoton Elvtr. & Warehouse Co., Hugoton.



Wichita, Kan.—June 11 and 12 have been selected by the directors of the Board of Trade for the annual grain dealers convention and something unique in the way of entertainment is promised those attending.

Wichita, Kan.—Exchange rates charged members of the Board of Trade by the local banks, will be investigated by a com'te of the exchange, composed of Geo. Koch, S. P. Wallingford and E. M. Fleckinger.

Great Bend, Kan.—Wm. Reid, for 14 years mgr. of the Manhattan (Kan.) Mlg. Co. has resigned and May 1 will become sales mgr. for the Walnut Creek Mlg. Co. of this city. He will also be asst. mgr. of the company.

Pratt, Kan.—I have succeeded the Farmers Union Grain & Coal Co. and will overhaul all the machinery and put the elvtr. in first class shape. I will also build an office and add mill feeds to the business.—James V. Harkrader.

Belmont, Kan.—The Kansas Flour Mills Co. of Wichita has bot the elvtr. at this station and will repair it, installing new machinery. I will remain as mgr. and we will handle coal in connection with the grain business.—H. W. Plush.

Assaria, Kan.—We will build a 15,000-bu. iron clad elvtr. with concrete pit and foundation and will install modern machinery. Our officers are: W. O. Tinkler, pres., F. E. Johnson, treas. and myself sec'y.—Jno. C. Short, Farmers Elvtr. Co.

Mullinville, Kan.—We will take down our old elvtr. and build a new one on the site. It will be about 25,000-bus. capacity and will be completed in time for the new crop. Our present house here is an old one and is not large enuf to handle our business.—The Liberal Elvtr. Co., Hutchinson, per Eugene Hipple, mgr.

Isabel, Kan.—We have installed a 12,000-lb. dump scale, the platform being 14x22 ft. which gives ample room for four horses abreast, and as team and wagon do not leave scale until entire weighing is complete all error is eliminated. A 1,000-bu. per hour Avery Standard Automatic Scale is also being installed to replace small Fairbanks hopper scale on work floor. M. H. Starr, chief scale inspector of the Kansas Grain Dealers Ass'n superintended the work.—Farmers Grain & L. S. Ass'n.

#### TOPEKA LETTER.

I expect to see 150 members of the ass'n and their wives and friends, take the upper Mississippi river trip during the first week of June, following the annual meeting of the Ass'n May 26 to 28.—E. J. Smiley, sec'y, Kansas Grain Dealers Ass'n.

The following have applied for membership in the Kansas Grain Dealers Ass'n: Farmers Grain L. S. & Co-Operative Merc. Ass'n, Coldwater; Hall & Howard, Hoyt; S. H. Ward, Tonganoxie; Kaw Mlg. Co., Topeka; W. O. Woods, Moscow (Woodsdale p. o.); C. A. Aikman Seed House, Eldorado; New Era Mlg. Co., Arkansas City; W. T. Graham Horton; Sylvia Grain & Supply Co., Sylvia; Paul Gano Grain Co., Hutchinson; Peck Grain & Supply Co., Peck; Farmers Elvtr. Co., Ozawie; Farmers Flour, Feed, Grain & Fuel Co., Protection; Jewell County Co-Operative Business Ass'n, Formosa.

The following subjects were discussed at the district meetings of the Kansas Grain Dealers Ass'n during April at Dodge City, Pratt, Coldwater, Ellsworth, Minneapolis, Downs, Phillipsburg, Clyde, Marysville and at St. Joseph, Mo., and Superior, Neb.: Delayed Reinspection at Terminal Markets. Federal Inspection or Supervision of Interstate Grain Shipments. Placing of Metal Fire Escapes on Country Elevators. Is the Law Enacted by the Last Legislature Requiring that Chop Made from Grain in Stock and Offered for Sale Requiring a Fee of \$10.00 for Each Kind of Chop Manufactured, Necessary? Compulsory Inspection of Grain for Interstate Shipments. They will also be discussed at meetings in Hastings and Fairbury, Neb., the first week in May.—E. J. Smiley, sec'y.

The new elvtr. of the Thos. Page Mlg. Co. will be 80 ft. high and will contain 11 bins with a total storage capacity of 110,000 bus., making the total storage capacity of the plant 225,000 bus. The elvtr. will be of reinforced concrete with a concrete slab foundation and will be completed by July 1. Only the necessary machinery for the handling of wheat will be installed as it will be used entirely for the storage of wheat for the mill.

The annual report of the Kansas Grain Dealers Ass'n scale inspection dept. shows that a total of 651 scales were tested or installed during 1913 by the dept. The number of each kind of scales inspected and the number and percentage of those failing to pass are given as follows: 345 wagon, 148 or 43% defective; 162 hopper, 71 or 44%; 17 track, 5 or 30%; 47 automatic, 10 or 21%; and 80 portable and warehouse, 31 or 39%, making a total of 651, of which 265 or 35.4% failed to pass. Poor construction accounts for almost all of the inaccurate wagon and hopper scales, this including poor frames, weak or unstable foundations.—E. J. Smiley, sec'y.

The following resolution has been unanimously adopted at several of the district meetings of the Kansas Grain Dealers Ass'n, including those at Dodge City and Greensburg: "Be it resolved, by the shippers of grain, now meeting here, that the inspection and weighing of grain against the wishes of the owner, or against the wishes of both the buyer and seller, that is, compulsory inspection and weighing, is wrong in principle, places an unfair tax on the grain trade, and in fact operates to the great material disadvantage of the grain grower and shipper; and in favor of the grain buyer. That the sense of this meeting is in favor of optional and against compulsory state inspection and weighing."

The following firms have in the last year eliminated the old wooden construction of scales and have standardized them according to the Kansas Grain Dealers Ass'n specifications: The Larabee Mlg. Co. of Hutchinson, a 40,000-lb. capacity hopper scale at Greensburg; 10,000-lb. wagon scales at Abbyville, Macksville and Isabel; The Intercean Flour Mills Co. Topeka, a 100,000-lb. hopper scale; Farmers Grain Co., Wellsford, a 10,000-lb. wagon scale; The Greensburg Mlg. Co., Greensburg scale of the same size; the Enns Mlg. Co., Inman, a 30,000-lb. hopper scale; C. E. Fritz and F. A. Andrews, Rossville, 12,000-lb. wagon scales; Heacock & Sons, Fall City and Onaga Grain & Lbr. Co., Onaga, 10,000-lb. wagon scales; Farmers Union Ass'n, Beloit, a 16,000-lb. wagon scale and the Davidson Grain Co., Macksville, and Greensburg Grain Co., Greensburg, 10,000-lb. wagon scales.—E. J. Smiley, sec'y.

#### KENTUCKY.

Crab Orchard, Ky.—The Crab Orchard Mlg. Co. will probably build a new elvtr.

Louisville, Ky.—The Kentucky Public Elvtr. Co. is contemplating the installation of new cleaning machinery to be operated by electricity.

Clinton, Ky.—The Star Mlg. Co. has let contract for the rebuilding of its recently burned plant to the Burrell Engineering & Constr. Co. The new elvtr. will have a capacity of 40,000 bus.

#### LOUISIANA.

Westwego, La.—The elvtrs. of the Tex. & Pac. Ry. Co. are being thoroly overhauled and the marine legs repaired.

New Orleans, La.—Jeff D. Hardin, Jr., vice pres. of the J. W. Steele Co., will be mgr. of the grain dept. recently inaugurated by the company.

#### MARYLAND.

Baltimore, Md.—The B. & O. Ry. Co. is installing a pneumatic grain conveyor in Elvtr. "B."

Baltimore, Md.—Walter A. Frey has applied for membership in the Chamber of Commerce.

Baltimore, Md.—Davis & Davis secured first choice of the grain tables on the floor of the Chamber of Commerce at the auction Apr. 6.

Baltimore, Md.—On Apr. 13, shippers at this point, appearing before the Interstate Commerce Com's'n at Washington, secured a suspension until Aug. 15 of the increase in switching charges on carload freight from 50c to \$3.50 a car, on the Pennsylvania lines between points and industries located in and about this city. The Penna. Ry. Co. filed the new tariff some time ago with the Com's'n, and immediately there followed a protest from Baltimore merchants.

#### MICHIGAN.

Rogerville, Mich.—Geo. Coon and D. C. Hawley are scoop shovelers at this station.—A. E. Reese, mgr. J. P. Burroughs & Co.

St. Johns, Mich.—Chas. S. Sprague will tear down his old elvtr. and build a new one, using the old bins in the new house. The old elvtr. was built 40 years ago.

Fowlerville, Mich.—Literature covering the production, care and marketing of beans, is being sent out by the officers of the Michigan Bean Jobbers Ass'n. The state college of agriculture thru Prof. Spragg, is aiding in the campaign by sending out bulletins regarding the extermination of bean blight and other diseases of the crop. Stocks are being carefully culled for seed and if the 1914 bean crop of the state is not of better quality and yield, it will not be due to any lack of effort on the part of the ass'n.

#### MINNESOTA.

Key West, Minn.—This station is now R. F. D. from East Grand Forks.

Alexandria, Minn.—Work has been started on the new elvtr. at this station.

Menasha, Minn.—The elvtr. of the Park Rapids Elvtr. Co. at this station, burned recently.

Wilders, Minn.—I am now agt. for the St. John Grain Co. at this station.—M. Risgard.

Lake Wilson, Minn.—Farmers are interested in organizing a farmers elvtr. company.

Paynesville, Minn.—The elvtr. of the Duluth Elvtr. Co. at this station has been torn down.

Zumbrota, Minn.—The Farmers Merc. & Elvtr. Co. has been re-incorporated for an additional 30 years.

Graceville, Minn.—The elvtr. of the Cargill Elvtr. Co. has been closed.—J. J. Higgins, agt. Miller Elvtr. Co.

Heron Lake, Minn.—The Farmers Elvtr. Co. will handle grain exclusively in future, having disposed of all its side lines.

Castle Rock, Minn.—Officers of the Farmers Elvtr. Co. are John Pennington pres., T. C. Dilley sec'y and A. Lyford mgr.

Rapidan, Minn.—Flo Bros., who have been operating the elvtr. of R. L. Houk on the profit sharing plan, have bot the house.

Lake Wilson, Minn.—We will put in a stock of lumber in addition to our grain business.—Farmers Co-operative Elvtr. Ass'n.

Long Prairie, Minn.—We have installed a Fairbanks Morse Scale and made improvements in our elvtr.—Wm. Luth, agt. Erwin Elvtr. Co.

Elkton, Minn.—Harley Payne, agt. for the Cargill Elvtr. Co. at Bailey, Ia., and Geo. Bodine, are negotiating for an elvtr. at this station.

Preston, Minn.—T. McMichael will retire from the grain business at this station and at Harmony and will move to Denver, Colo.

Kasson, Minn.—It is reported that Evans & Erickson will tear down half of their elvtr. and build coal sheds. They have sold the office building and removed the engine and boiler.—Farmers Grain & Stock Co.



Preston, Minn.—The Gund Brewing Co. will either buy a local elvtr. or build a new one at once, to replace the house recently burned.

Ada, Minn.—We will install a new leg with 6x12 in. cups. O. N. Boddington is sec'y of the Ada Mlg. Co.—J. O. Rindahl, agt. Thorpe Elvtr. Co.

Flaming, Minn.—August Swenson is interesting the farmers at Spring Creek and at Sundahl in the organization of a farmers elvtr. company.

Avoca, Minn.—Officers of the recently organized Farmers Elvtr. Co. are M. H. Rath, pres.; A. F. Johnson, vice-pres.; and J. E. Holnberg, sec'y-treas.

Good Thunder, Minn.—The organization of the Farmers Elvtr. Co. has been completed and the company has bot Elvtr. "B," owned by H. L. Houk.

Vlasaty sta. (Dodge Center p. o.), Minn.—The depot and the elvtr. are the only two buildings left in this town which was fire swept, at 4 p. m., Apr. 3.

Chatham, Minn.—This station is now R. F. D. No. 3 from Hallock instead of from Buffalo as formerly listed. The Duluth Elvtr. Co. has an elvtr. here.

Halloway, Minn.—G. W. Van Dusen & Co. have taken over the elvtr. of the Inter State Elvtr. Co. at this station and I will remain as mgr.—Peter O. Dahlie.

Kennedy, Minn.—The Farmers Elvtr. Co. has bot the elvtr. of the Federal Elvtr. Co. at this station.—K. O. Lind, agt. Federal Elvtr. Co., same company, at Donaldson.

North Redwood, Minn.—The North Redwood Farmers Elvtr. Co. incorporated; capital stock \$10,000; incorporators Thos. Hosken, W. C. Mann, John Malacek and others.

St. Paul, Minn.—A bill providing for the establishment of federal terminal elvtrs. to be used by farmers will be introduced in the next legislature by Congressman Lindbergh.

Wirock, Minn.—We have decided to build a new 25,000-bu. elvtr. at once. I have been hired as mgr. for another year.—Jacob Keller, Jr., Farmers Co-operative Elvtr. Ass'n.

Hadley, Minn.—We have organized the Farmers Elvtr. Co. but have not definitely decided on building or buying a house. If we buy one we will have to repair it.—B. H. Larson, sec'y.

Milan, Minn.—Your recent list of Minnesota Grain Elvtr. Operators, gives W. Blake as mgr. of the Farmers Elvtr. Co. here, but we never had a mgr. of that name. I am mgr. at present.—C. G. Bystrom.

Hancock, Minn.—Norman Smokstad has bot the elvtr. of the Cargill Elvtr. Co. and will begin to operate it soon. Most of the elvtrs. here will be equipped with electric power this fall and will install motors then.—Hancock Market Co.

Storden, Minn.—The Storden Grain Co. has bot the elvtr. of N. O. Sandrum which was formerly leased by the St. John Grain Co. A. H. Kingsley is now agt. for the St. John Grain Co. at this station.—M. Risgard, agt. same company, Wilders.

Jackson, Minn.—The fire that destroyed the plant of the Jackson Mlg. Co., Apr. 3, originated in the boiler room. A large quantity of grain and considerable flour was burned, the loss amounting to \$20,000 which is partially covered by insurance.

Barnesville, Minn.—A. A. Haagenson, mgr. of the Farmers Elvtr. Co. and mayor of the city, is a candidate for state senator from the Clay and Wilkin county district. He is very popular and has countless friends in the grain trade who hope he will win.—B. A.

Glyndon, Minn.—The elvtrs. of the Duluth Elvtr. Co. and the Federal Elvtr. Co. will be repaired. My company will build new coal sheds also. I have succeeded Oscar Wagen as mgr. and he is out of the grain business.—A. C. Hannaford, agt. Duluth Elvtr. Co.

Franklin, Minn.—The elvtr. of the Pacific Elvtr. Co. has been repaired and painted. Oscar Johnson is mgr. The elvtrs. of the Franklin Farmers Elvtr. Co. and the Franklin Independent Elvtr. Co. will also be painted this spring. Wm. Fox is mgr. of the latter house and I am buyer.—J. Devereaux.

Marshall, Minn.—The Farmers Elvtr. Co. has repaired its elvtr., enlarging the pit and installing a faster and bigger leg. A part of the elvtr. of G. W. Van Dusen & Co. has been wrecked and it is said they will build a new elvtr. I have succeeded A. S. Morgeon as mgr. of the Northwestern Elvtr. Co.—W. H. Morgeon.

Rothsay, Minn.—I took charge of the elvtrs. of the Farmers Grain & Merc. Co. at this station and at Lawndale, Apr. 1, after the elvtr. here had been closed for a month to get a complete cut off. Mr. Wood, the retiring mgr., has engaged in the automobile and machinery business. He has managed the elvtrs. very successfully and we wish him success in his new field.—H. H. Thiede, mgr.

Minneota, Minn.—The elvtr. of Bingham Bros. is closed at present. It has a capacity of 20,000 bus. instead of 10,000 as reported in the list of Minnesota Grain Elvtr. Operators. The capacity of the elvtr. of the Farmers & Merchants Supply Co. should be 30,000 bus. instead of 10,000 and E. B. Kiley is mgr. for G. W. Van Dusen & Co., not C. E. Kiley.—F. F. Dahl, mgr. for H. N. Dahl.

Kragness, Minn.—The Alfred Olsen Co. has bot the elvtr. of the Federal Elvtr. Co. and is making the necessary repairs. A warehouse for machinery, twine, seeds, etc., is also being erected by that company. Our elvtr. has been painted, shingled and otherwise remodeled into an up-to-date country elvtr. We have installed new machinery including a manlift and will build a new coal shed. Jorgen Jensen is pres. of our company, not T. J. Gee, as has been reported.—Farmers Elvtr. & Merc. Co.

St. Paul, Minn.—A bill is being prepared by the attorneys of the state federation of labor, which provides for only 48 hours work per week for all men employed in mills, foundries, factories, elvtrs., etc. The bill will be presented at the next session of the legislature and if passed will limit the working time per day to 8 hours, barring breakdowns in the plants, accidents, etc. In plants working day and night, this will mean the employment of 3 shifts of men instead of 2 as at present.

## DULUTH LETTER.

The Consolidated Elvtr. Co. denies that it will build any additional storage this year.

Jesse B. Becher, Earl White and R. G. Cargill have been admitted to membership in the Board of Trade.

John D. Shanahan, formerly chief grain inspector at Buffalo, N. Y., and well known to the grain trade at large, has opened an office in this city and will engage in the grain business on his own account. For many years he has been identified with the various branches of the trade, having served as expert in charge of the grain standardization bureau at Washington, and later as a member of the Wisconsin Grain & Warehouse Com'n. For some time he has been connected with Spencer Kellogg & Co., operators in flaxseed. He will represent Buffalo milling interests at this market and will have his offices in the Board of Trade Bldg.

Congressman-at-Large Manahan, O. P. Jacobson, member of one of the Minnesota boards of grain appeals, and recently appointed by Governor Eberhart to take office May 1 as railroad and warehouse commissioner, and state grain and warehouse com'sners James E. Kernan, Edward McKinnon and Ray J. Nye, representing Wisconsin, Senator Thomas M. Pugh and James P. Boyle held a conference in this city Apr. 16, at which the proposal to send from Minnesota and Wisconsin a number of experts to Washington to appear before the house committee having in charge the Lever bill which

provides for the establishment of a bureau for the federal inspection of grain, was discussed.

J. F. Ingersoll of Crookston has been appointed by Governor Eberhart as a member of the state board of grain appeals to be located at this market.

P. H. Bevis of Chicago will head the Board of Trade's sampling dept. after June 1. Mr. Bevis has been ass't in the sampling dept. of the Chicago Board of Trade for many years.

## MINNEAPOLIS LETTER.

The Star Elvtr. will be operated by the G. W. Van Dusen & Co.

Minneapolis solicitors are about to hit the road for South Dakota.—Y.

The wife of F. M. Davies, a popular member of the Chamber of Commerce, died Apr. 11.

E. O. Dilling has applied for a Chamber of Commerce license to represent the Van Dusen-Harrington Co. on the road.

"Uncle Tom" Medley, who for 20 years has been in charge of the smoking room of the Chamber of Commerce, is seriously ill with heart trouble. Members of the exchange, many of them who have "grown up" under his watchful eye, are making his enforced holiday as cheerful as possible by big gifts of fruit and flowers.

Ex-pres. F. B. Wells of the Chamber of Commerce, has fully recovered his health and will now make a study in Berlin of grain legislation and the restoration there of the practice of dealing in grain for future delivery. He will return to Minneapolis later and make a report to the Chamber. Germany put a new law into effect several years ago with results that the great grain markets of the world watched with interest. It resulted in disorganization of the German grain trade, and there were violent price fluctuations. Eventually Germany went back to the former methods and the Berlin market resumed its former state of comparative stability. Mr. Wells writes Sec'y John G. McHugh that he will make a close study of the law and its effect and of existing grain marketing methods in Germany.

## MISSOURI.

Deepwater, Mo.—The Deepwater Mill & Elvtr. Co. may install a wheat dump and automatic scale.

Sumner, Mo.—A 12,000-bu. elvtr. is being built at this station by the O. A. Talbott Co. of Keokuk, Ia.

O'Fallon, Mo.—Farmers Elvtr. Co. incorporated; capital stock \$10,000; incorporators Albert Grabenhorst, F. Mayer and others.

Barnard, Mo.—My new elvtr. will be equipped with the latest machinery and will have a capacity of 7,000 bus.—Earl Walters.

Chamois, Mo.—E. A. Favler, who was in the elvtr. business at this point for many years and also had an elvtr. at Bonnots Mill, died April 7, at his home in St. Louis.

Guilford, Mo.—The Shannon Grain Co. of Kansas City, has started to excavate for its new 12,000-bu. concrete elvtr. which will be built in the yards of the C. Gt. W. R. R.

Jefferson City, Mo.—A "Better Roads" Convention will be held in this city May 14, in an effort to form a state-wide movement to be known as the Missouri Better Roads Federation.

Fredericktown, Mo.—The plant of the Madison County Mlg. Co. including the mill and elvtr., burned Apr. 7; loss \$40,000; insurance \$20,000. The fire burned so rapidly that only the books in the office were saved, \$1,400 in the cash drawer being burned.

## KANSAS CITY LETTER.

The Lichtig Grain Co. incorporated; capital stock \$15,000.

The Kimball Mlg. Co. is the new corporate name of the Kimball-Sawyer Mlg. Co.



Mr. and Mrs. W. C. Goffe have just returned from a 3 months trip thru Europe and the Mediterranean.

Frank J. Reynolds, mgr. of the Kemper Mill & Elvtr. Co., has resigned and will travel on the coast for a manufacturing concern. Irving Ross will succeed him.

A. J. Poor was granted a new trial in the suit recently brot against him by Mrs. Florence Clark who alleged the ruination of the Linseed Flax & Oil Mill Co. was due to Mr. Poor's manipulation of the business in which he was interested. Judgment for \$50,000 had been awarded Mrs. Clark.

The conveying, elevating and power transmitting machinery equipment for the new elvtr. and warehouse of the Southwestern Mfg. Co. will be furnished by the Weller Mfg. Co. Mills "A" and "B" of the company will also be equipped with new conveying and elevating machinery by the same company.

#### ST. LOUIS LETTER.

On Apr. 11, the Merchants Exchange resumed inspection of weights at the elvtr. of the Mound City Elvtr. & Grain Co., the inspection having been suspended since Mar. 27.

We are indebted to Sec'y Eugene Smith for a copy of the 1913 report of the Merchants Exchange, containing the usual full and complete list of officers, com'ites and inspectors, members, and also officers since the exchange was organized. There is also a detailed list of the elvtrs. of the city, both public and private, giving names of operators, capacities of the houses, etc. The reports of the various com'ites and buros are interesting and the carefully compiled statistics covering receipts, and shipments, stocks on hand, daily prices, etc., are of value to the reader.

Arthur P. Richardson, head of the Richardson Grain Co., who pleaded guilty to forgery and was sentenced to 5 years in the penitentiary, Apr. 14, 1913, was recently paroled by Gov. Major. When on Apr. 5, 1913, the grand jury indicted Mr. Richardson on 6 charges of obtaining money under false pretenses, his friends and acquaintances on the Merchants Exchange, of which organization he had been a member for 15 years, were greatly shocked and a com'ite was appointed to investigate the matter. Before steps could be taken however, he pleaded guilty to forgeries of Bs/L amounting to over \$70,000. The petition for his release was presented by his wife and was signed by many of his former creditors.

#### MONTANA.

Whitehall, Mont.—Efforts are being made to organize a farmers elvtr. company.

Hamilton, Mont.—W. C. Harlan, has resigned as sec'y and mgr. of the Hamilton Flour Mills Co., and will take up a home-stead.

Lewistown, Mont.—The Brown Fagley Co. incorporated to deal in grain and produce; capital stock \$50,000; H. L. Fagley incorporator.

Scobey, Mont.—The International Elvtr. Co. will build here. Possibly two more houses will be built this summer.—E. E. Erickson, mgr. Scobey Grain Co.

Simms, Mont.—The farmers in this vicinity are not contemplating the erection of an elvtr. here as has been reported.—T. F. Cruzen, agt. Montana Central Elvtr. Co.

Reedpoint, Mont.—Work has been started on our 24,000-bu. elvtr. on the N. P. R. R. We will install up-to-date machinery including an automatic scale dump.—Reedpoint Trading Co.

Garland, Mont.—The Garland Mfg. Co. has been reorganized. New officers are John P. Holingreen, pres., M. H. Willing, vice-pres., F. Allen, sec'y, and E. Roche, treas. J. H. Willing is mgr.

Lambert sta. (Fox Lake p. o.), Mont.—The Farmers Elvtr. Co. will build a 35,000-bu. elvtr. on the proposed New Rockford-Lewistown cut off of the Gt. Nor. The equipment will include a cleaner and a feed mill.

Bozeman, Mont.—I have succeeded Frank Peers as mgr. for the Gallatin County Farmers Alliance. Was mgr. of the company from Feb. 1, 1904 to Apr. 1, 1913, and simply took a year's rest. One or two small elvtrs may be built on the extension of the C. M. & St. P.—T. F. Stevenson.

Broadview, Mont.—We will build a 40,000-bu. elvtr. equipped with an 8-ton dump scale, an automatic scale, two elvtr. legs, 15-h.p. engine and up-to-date cleaner. The following officers were elected at the recent annual meeting: J. R. Davis, pres.; J. H. Grotern, vice-pres.; and myself sec'y-treas.—Thos. Harrison, Farmers Elvtr. Co.

Wolf Point, Mont.—The elvtr. of the Imperial Elvtr. Co. burned at 3 a. m. Apr. 2. The fire is believed to have started from an overheated stove in the office, being the second blaze of the kind within a month. This time however the elvtr. burned to the ground. On both occasions Mgr. Hegested, who sleeps at the office, narrowly escaped with his life. The house will probably be rebuilt.

#### NEBRASKA.

Western, Neb.—The Farmers Equity Society may build an elvtr.

Aurora, Neb.—The Aurora Elvtr. Co. has installed 2 Avery Scales.

Rescue, Neb.—The Rescue Grain Co. has installed an Avery Scale.

Louisville, Neb.—James Terryberry has bot the elvtr. of S. C. Keckler.

Fremont, Neb.—Bailey Harrison is now with the Nye-Schneider-Fowler Co.

Lanham, Neb.—I have succeeded Wm. C. Wieters at this station.—Henry Korff.

Kenesaw, Neb.—W. F. Kearney has resigned as mgr. for the Koehler-Twidale Grain Co.

Swedeburg, Neb.—Elmer Eliason has resigned as agt. of the Updike Grain Co. at this point.

Ceresco, Neb.—The Farmers Union will form an elvtr. company and will either buy or build an elvtr.

Tarnov, Neb.—A. F. Paprocki has succeeded J. S. Matya as second man for the T. B. Hord Grain Co.

Kimball, Neb.—We expect to build a new elvtr. this summer.—B. W. Larson, mgr. Kimball Mill & Elvtr. Co.

Johnstown, Neb.—Ludwig Sedlacek, mgr. for the Nye-Schneider-Fowler Co. at Leigh has been transferred to the elvtr. here.

Clay Center, Neb.—Clay Center Grain Co. incorporated; capital stock \$20,000; incorporators H. L. McKelvie, J. T. Mortland and others.

Prague, Neb.—J. V. Kasper has succeeded F. J. Zavodny as mgr. for the Farmers Grain & Stock Co., Mr. Zavodny having resigned.

Aurora, Neb.—Frank Johnson formerly mgr. of the mill of the Aurora Elvtr. Co., has severed his connection with the company and is now at Falls City.

Leigh, Neb.—Fred Dvorak of Emmet has succeeded L. Sedlacek as mgr. for the Nye-Schneider-Fowler Co., Mr. Sedlacek having been transferred to the elvtr. at Johnstown.

Merna, Neb.—C. W. Lay will succeed G. A. Hurley as mgr. for the Farmers Grain & Sply. Co., Mr. Hurley having gone to Lawrence as mgr. for the Farmers Elvtr. Co. there.

Clatonia, Neb.—The following officers were elected at the recent annual meeting of the Farmers Elvtr. Co.: Henry Henke, pres.; Fred Dankroger, vice-pres., and W. E. Chittenden, treas.

Stella, Neb.—C. E. Ord of Auburn bot the 3 elvtrs. of Lafe Higgins. Mr. Ord gets the one at Auburn, L. L. Coryell the one at Glen Rock and I get the one at this station as I expect to enter the business again.—J. D. Curtis.

#### OMAHA LETTER.

T. A. Anderson formerly sec'y of the Hynes Elvtr. Co., will engage in the grain business on his own account.

W. H. Yohe, mgr. of the Claro Mfg. Co. of Waseca, Minn., has bot a half interest in the Updike Mfg. Co., taking charge of the mills at Elkhart and in this city Apr. 15. He will be gen. mgr. of both plants. The company has increased its capital stock to \$100,000.

This Exchange has requested a conference with the Iowa State Railway Com'n with reference to the assessment of recon-signing charges on incoming grain at Council Bluffs by the carriers. We feel we are not treated justly by the carriers. No date has as yet been assigned by the Com'n to hear us in this matter.—F. P. Manchester, sec'y Grain Exchange.

Omaha, Neb. — The Merriam-Millard Grain & Elvtr. Co. of this city has bot the Midwest Elvtr. at Council Bluffs and has leased it to the Blanchard-Niswonger Grain Co. J. B. Blanchard, pres. of the Gate City Malt Co., and C. E. Niswonger of the Midwest company are the prop. of the new company. The elvtr. was formerly owned by the Saunders-Westrand Elvtr. Co.

#### NEW ENGLAND.

Lowell, Mass.—Henry J. Williams, for a number of years in the grain business here, died recently at the age of 64.

Bedford, Mass.—Bedford Hay & Grain Co. incorporated; capital stock \$50,000; incorporators B. W. Allen and Roger W. Brown.

Claremont, N. H.—Chas. H. and Fred B. Magown have bot the grain business of Jos. L. Haskell, who died recently. The new company will operate as Magown Bros.

Boston, Mass.—Edwin U. Curtis has been appointed chairman of the transportation com'ite of the Chamber of Commerce. Mr. Curtis was formerly collector of the port.

Stillwater, R. I.—The Stillwater Grain Mill Co. has been made defendant in a suit to recover damages amounting to \$6,000, for the death of 5-year-old Florence M. Turner, who was killed in the yards of the plant. The suit is brot by Geo. Turner, her father, who alleges that the child was playing in the yard on the spur track leading to the defendant's grain elvtr., and had been accustomed to use the yard as a playground for some time. On the day of the accident she was caught by a freight car which was being pushed along the rails, receiving injuries from which she died the same day.

Boston, Mass.—Local freight rates were declared prohibitive by members of the grain trade at this market at a recent meeting in the Chamber of Commerce which is given as the main reason why no Argentine corn has been unloaded at this port, altho vessels with thousands of bus. of the grain, have touched here and unloaded the balance of their cargoes, the corn, however, being taken on to New York City. An endeavor will be made by the grain men to have the B. & A. and the B. & M. meet the rates of the N. Y., N. H. & H., which become effective May 1. It is believed that this will allow the Boston shippers to compete with the New York market in the matter of shipments, altho it is acknowledged that port facilities here are poor and much of the bulk grain requiring unloading will be diverted to Montreal. Grain in barges and much of the Argentine corn carried in that way, can be handled here with ease.

#### NEW YORK.

Lowville, N. Y.—The plant of the Arthur Grain & Coal Co. was badly damaged, Apr. 9 by fire and smoke.

Huntington Sta., N. Y.—The post office known as Fair Grounds is now Huntington Station. We have incorporated as S. S. Pettit & Son, succeeding S. S. Pettit.—S. S. Pettit.

Albany, N. Y.—Governor Glynn has vetoed the proposed amendment to the state warehouse law which permitted the fixing of the fee by "any person, co-partnership and corporation, or ass'n of per-



sons, co-partnerships and corporation or any of them."

New York, N. Y.—Wm. H. Byatt, formerly a member of Andrus & Byatt, died recently at the age of 49. He was widely known to the grain trade and had many friends in the exchange, having been connected with the "pit" since boyhood. About a year ago, failing health compelled him to retire from active business.

Poughkeepsie, N. Y.—This spring we will overhaul and improve our elvtr., located on the N. Y. C. & H. R. R. R. tracks, and put in new and up-to-date machinery. We have the only elvtr. in this place, as the one operated by the James Reynolds Elvtr. Co. burned some years ago and the company was succeeded by the Reynolds Elvtr. Co., but the elevator was not rebuilt.—H. S. Reynolds, of Wm. T. Reynolds & Co.

New York, N. Y.—Otto Keusch of Keusch & Schwartz, has again been awarded judgment for \$163,261.43 against the D. & H. Ry. Co., to recover amounts advanced on Bs/L issued by the railroad to Durant & Elmore of Albany covering shipments of grain by the latter company. When Durant & Elmore failed, the carrier claimed that it had not received the grain covered by the Bs/L and that its agent had no authority to sign them. The case has been in the courts for a number of years.

New York, N. Y.—Otto J. Lohrke, for many years one of the best known grain exporters of the country, died recently at his home in Orange, N. J., following a surgical operation. Mr. Lohrke was in the export business for over 30 years, retiring in 1907. Robert MacDougal of Chicago and Wm. Knight and W. P. Callaghan of this city were associated with him. He is well remembered as the broker who handled the bulk of the cash grain in the Leiter deal in 1903, placing nearly 20,000,000 bus. of wheat in the foreign markets at the time.

## BUFFALO LETTER.

Edgar B. Black, sec'y of W. G. Heathfield & Co., was recently married. He is a son of A. B. Black.

Consolidated Mlg. Co. incorporated; capital stock \$250,000; M. M., Albert and L. J. Nowak incorporators.

Henry C. Harrison, N. Grammer and Chas. Kennedy were elected directors of the Corn Exchange at the annual election held Apr. 14.

The Nickel Plate Elvtr. Co. has changed its name to the Superior Elvtr. Co. and the Superior Elvtr. is the house that Mr. Husted and Mr. Pratt of the Husted Mlg. Co. are building on the Buffalo Creek. The Consolidated Mlg. Corp. is not in any way connected with the Superior Elvtr. Co.—C. P. Woherton, sales mgr. Consolidated Mlg. Corp.

The Electric Grain Elvtr. Co., which owns and operates the Electric Elvtr., has acquired control of the Electric Elvtr. & Mlg. Co. and will handle all of the business of that company. We will conduct a strictly com's'n and brokerage business with increased capital and facilities. Our officers are O. M. Mitchel, New York City, pres.; Yale Kneeland, New York City, sec'y, and H. T. Kneeland, Jr., of this city, treas.-mgr.—T. J. Schonhuit.

The elvtr. companies whose elvtrs. were tied up by the recent strike of the housemen, offered to compromise with the men and increase their pay 10% which makes it amount to \$82.50 per month. The men had asked for a 15% increase but accepted the offer and on Apr. 10 returned to work in all of the elvtrs. affected by the strike. Work of transferring the 6,000,000 bus. of grain in the harbor will be rushed as an early open season is predicted.

## NORTH DAKOTA.

McClusky, N. D.—The elvtr. of J. A. Herr burned recently.

Colgate, N. D.—The elvtr. of the Cargill Elvtr. Co. has been closed.

Josephine, N. D.—The elvtr. of the Andrews Grain Co. is closed.—P. M.

Alexander, N. D.—The Alexander Grain Co. has just completed its 35,000-bu. elvtr.—J. H. C.

Southam, N. D.—The elvtr. of the Woodworth Elvtr. Co. containing 12,000 bus. of grain, burned Apr. 11.

Kenmare, N. D.—We will build a 25,000-bu. up-to-date elvtr. to replace the house burned Apr. 2.—Osborne-McMillan Elvtr. Co.

Horace, N. D.—The Farmers Elvtr. Co. will build a new elvtr. and will close the bids for its construction May 10. E. O. Holsmen is sec'y.

Grand Forks, N. D.—The "Diamond Mill" of the Russell-Miller Mlg. Co. will be wrecked and an up-to-date plant built on the site.

Judson, N. D.—We will move our elvtr. to the track and will install new machinery thruout.—E. H. Pathmann, mgr. Bingenheimer Merc. Co.

McVile, N. D.—A hot box in the engine in the elvtr. of J. E. Crary, started a fire in the engine room which threatened for a time to destroy the house.

Velva, N. D.—The report that we had sold our elvtr. at this station is incorrect. We have not even thought of doing it.—Royal Elvtr. Co., Minneapolis, Minn.

Oriska, N. D.—E. B. Nelson has bot the elvtr. of the Gt. Western Grain Co. and will install a cleaner, feed mill and 20-h.p. engine.—J. E. Tierney, mgr. Farmers Grain Co.

Tunbridge, N. D.—K. A. Nelson of Rugby has succeeded A. L. Hendrickson as agt. for the Farmers Equity Elvtr. Co., Mr. Nelson having gone to Montana.—H. O. Bolke, agt. Thos. Ose Elvtr. Co.

Maxbass, N. D.—We have had a fairly prosperous season considering a half crop. We will build coal sheds and handle coal. I will stay with the company for another season.—H. Elliott, mgr. Farmers Elvtr. Co.

Voss, N. D.—I recently bot the elvtr. of the Farmers Elvtr. Co. at this station for \$2,800 and will put it into operation at once. It is equipped with a No. 66 Fosston Cleaner and is in good condition.—John J. Peterka, Route 4, Grafton.

Fryburg, N. D.—We will open our elvtr. at this station this fall and will handle farm machinery in connection with grain. A. L. Martin of Sentinel Butte owns the house and I am mgr.—G. A. Meisner, mgr. Fryburg Grain & Trading Co.

Argusville, N. D.—The elvtr. of the Farmers Elvtr. Co. is being rebuilt by D. F. Hoag & Co. A new foundation is being put under the elvtr. and warehouse and a new leg and dump scale will be installed. An office will be built and the driveway repaired.

Willow City, N. D.—The elvtr. of the Brown Valley Farmers Elvtr. Co. will be repaired and we will paint our house and rebuild our coal sheds. We do not know whether the elvtr. of the Cargill Elvtr. Co., burned Mar. 22, will be rebuilt this year or not.—A. T. Tennis, agt. St. Anthony & Dakota Elvtr. Co.

Edinburg, N. D.—We have let contract to the D. F. Hoag Co. for an up-to-date elvtr. The old elvtr. will be wrecked and a 45,000-bu. house built on the site. The new elvtr. will have a concrete basement, 16 hoppers and bins and manlift. It will be ironclad and will cost \$6,400. A brick office building will also be erected. Work was started Apr. 15 and it is expected that the new house will be in operation by June 15.—O. O. Torgerson, mgr. Farmers Elvtr. Co.

Adams, N. D.—The elvtrs. of the Northland Elvtr. Co., the Atlantic Elvtr. Co., and the Woodworth Elvtr. Co. are closed for the season. Our elvtr. and that of the Minnetkota Elvtr. Co. are the only ones operating. We have done a fine business during our first year, handling over 160,000 bus. of grain and 60 cars of coal. We installed a No. 66 New Process Fosston Cleaner last fall with the result that we have a mill all paid for and a fine revenue from cleaning grain. We will probably pay a dividend of 45%.—J. S. Broberg, mgr. Farmers Elvtr. Co.

New Rockford, N. D.—The elvtrs. of the Monarch Elvtr. Co. and the Powers Elvtr. Co., burned at 10 p. m., Apr. 12. The fire started in the Monarch and spread to the Powers Elvtr. which contained 30,000 bus. of grain. Both of the houses were old and burned like tinder. The fire also spread to adjacent buildings and the total loss was \$35,000 with partial insurance. The elvtr. of the Monarch company will not be rebuilt.

## OHIO.

St. Paris, O.—John H. Myers has succeeded Myers & Bentzel, operating 2 elvtrs.

Hill Grove, O.—Levi Blocker is a scoop shoveler here.—F. E. Eyer, mgr. John Parment Co.

Johnstown, O.—Babcock Bros. have succeeded H. D. Ashbrook & Co.—J. R. Alsdorf & Son.

Circleville, O.—Work will be started on our new 50,000-bu. elvtr. May 1.—C. E. Sears & Co.

Melvin, O.—I have succeeded Pendrey & Ewing and am prop. of the Richland Elvtr.—W. A. Ewing.

Utica, O.—Our headquarters are at Newark and the plant here is only a branch.—Hulshizer Mlg. Co.

Custar, O.—Adam Krohn, of Krohn & Deckrosh, is rapidly convalescing from an operation for appendicitis.

Van Wert, O.—Mr. North has bot the elvtr. of E. C. Fisher. Everything quiet here.—Pierce Grain & Hay Co.

Seven Mile, O.—A. B. Crist has let contract to H. B. Collom for a silo. The inside dimensions will be 90x14 ft.

Botkins, O.—The Botkins Grain Co. incorporated; capital stock \$15,000; incorporators, B. F. Schmiesing and others.

Chillicothe, O.—We are figuring on erecting a 75,000-bu. concrete elvtr. this summer.—Standard Cereal Co., per M. F. H.

Bloomville, O.—H. D. Miller of Lykens, has bot the interest of Chas. Rhoad in the Bloomville Elvtr. Co. W. H. Fike will be mgr. of the house.

Xenia, O.—We are improving the old Smart Elvtr. and in about a week will have a first class house of 6,000 bus. capacity.—Ervin Bros. & Davis.

Granville, O.—We sold our plant at this point to the H. D. Ashbrook Co. of Pataskala but they will not operate it.—Hulshizer Mlg. Co., Utica.

Sabina, O.—The mill and elvtr. of the Sabina Flour Mills Co. burned to the ground last winter; loss \$60,000; insurance \$30,000.—S. M. Thorne.

Quincy, O.—Mrs. Mary Elizabeth Wells, wife of J. E. Wells, pres. of the Quincy Grain Co., died Apr. 10. Mr. Wells' many friends in the trade extend their deepest sympathy.

Fostoria, O.—Since A. T. Ward resigned as mgr. and treas. of our company, Pres. J. J. Cruikshank has been acting mgr. and I am sec'y-treas.—Geo. L. Kraft, Fostoria Grain Co.

Lima, O.—M. M. Hyman & Son have bot the Erie Elvtr. of Andrew Ringlein & Son and will take possession May 15. The purchasers formerly operated at Napoleon, as the Hyman Grain Co.—O. C. R.

Ashville, O.—We will operate an elvtr. on the N. & W. R. R. at this point and will begin work on the house as soon as contracts can be let. We hope to be ready to take care of the new crop.—Archie M. Peters, Ashville Grain Co.

Portsmouth, O.—The many friends of H. S. Grimes will be glad to learn that he has just returned from a 5 weeks' stay in Pinehurst, N. C., very much improved in health and cheerful enuf to call a convention to order.

Wooster, O.—A strong brood of the Periodical Cicada, commonly but erroneously, spoken of as the Seventeen-year Locust, is due over most of eastern Ohio in the summer of 1914 according to Circular No. 142, issued by H. A. Gossard, of the Ohio Agricultural Sta.



New Carlisle, O.—We have exchanged 100 acres of land near Hamilton for the elvtr. of V. M. Morgan at this station. Mr. Morgan recently succeeded S. A. Muff. We will operate as C. Mercer & Son.—Chas. Mercer, formerly of Hamilton.

The Ohio Millers State Ass'n has voted to hold a summer meeting, probably at Cedar Point, some time in June. The time and place to be determined by the Executive Com'te. This is to be a vacation outing of Ohio millers and their ladies. There will not be too much program, but time to get acquainted and more friendly toward each other.

Dayton, O.—J. C. Minnich, prop. of the Trotwood Grain Co., Trotwood, was recently acquitted of the charge of manslaughter, brot against him, Oct. 31, when his automobile ran over and instantly killed Gabriel Durst of the Durst Mfg. Co., and his wife. Mr. and Mrs. Durst were walking down the road to their home from a Hallowe'en party when struck. Mr. Minnich alleged that he did not see them as the lights on one side of the car were out.

West Clarksfield, O.—The elvtr. of Frank Russell containing several hundred bus. of timothy and clover seed, burned to the ground Apr. 5 and was a total loss. The elvtr. was located on the W. & L. E. R. R. and several freight cars of that company on side tracks near the house were also burned. Mr. Russell recently bot the elvtr. from Robert D. Sly, whose son John was overcome by smoke in an effort to save the books and papers in the office. The elvtr. will be rebuilt.

West Clarkfield, O.—I will rebuild my elvtr. burned Apr. 5. Will probably erect 4 concrete bins, 25 ft. high and 12 ft. in diameter, with a cupola over them. The equipment will include a 20-h.p. oil engine, cleaner, automatic scale, attrition mill, feed grinder, corn shellers, all steel conveyors and elvtrs. I want it just as near fireproof as I can make it. The engine room will be in the basement and will be 8 ft. deep, the working floor being 4 ft. above the ground.—Frank H. Russell.

Cleveland, O.—Robert Howard Parker, operating as the Central Stock & Grain Co., Park building, Cleveland, was indicted Apr. 10 by the federal grand jury on four counts on a charge of using the mails in a scheme to defraud. Parker, it is charged, defrauded W. E. Legg, Douglass, Tex.; D. E. Missemer, Mannheim, Pa.; W. C. Painter, Pearisburg, Va., and others by offering to place options on grain, on the put and call basis, and by converting the money received to his own uses without placing the orders.

Cleveland, O.—R. E. Brannan, pres. and treas. of the Standard Grain & Stock Co., was arrested Apr. 9, charged with using the mails to defraud by inducing persons everywhere to send him money for options. According to federal officers he dealt in "spreads" on grain, operating largely in "puts" and "calls" on wheat and claiming to be governed by prices prevailing on the Chicago Board of Trade. The charge is made that he "induced persons to send to him in return for said worthless 'spreads' the sum of \$20 or \$30 or \$40, which he would convert to his own use, without giving anything of value in return therefor." Brannan was released under \$7,500 bonds.

#### CINCINNATI LETTER.

The warehouse and elvtr. of the Early & Daniel Co. burned at 8:40 p. m., Apr. 10. The night watchman told that he smelt smoke about 6 p. m. but altho he searched carefully for a blaze it was not discovered until it burst out of a bin in the warehouse two hours later. The flames spread rapidly and the elvtr. was a pillar of fire when the firemen arrived. The elvtr. was of wooden construction covered with sheet iron, great sections of which peeled off and fell a redhot mass, many feet from the building. The shell of the building collapsed without warning Apr. 11 and 50 men who were working in the ruins had narrow escapes from death.

The rule governing interest charges of the Chamber of Commerce has been amended as follows: On all grain, hay or millfeed consigned to any member of the Chamber of Commerce, or to any firm or corporation duly represented in its membership, or bought by any member thereof, or any such firm or corporation, and shipped to Cincinnati or any common Cincinnati points, interest at the minimum rate of 6% shall be charged on any sum advanced on such consignments or purchase to the date of the weight certificate; provided, however, that in no case shall interest be charged beyond a maximum of five days from the date of inspection at Cincinnati; except that it shall not be required to charge this interest on purchases made in other terminal markets on official Board of Trade weights and inspection of said markets.—Wm. Culkins, Supt.

The following amendment to the manner of delivery and payment for grain and hay sold on track has been adopted by the directors of the Chamber of Commerce: The delivery of grain and hay sold on track shall be made by the tender of a written order for the property on some standard gauge railway company having an office in Cincinnati, properly accepted by such railway company, together with a certificate of the Grain and Hay Inspector. Upon such tender being made, the seller shall demand of the buyer 80% of the contract price on basis of the weight of each car as shown by the shipper's advice, and the buyer shall pay same not later than 1 p. m. the next business day; if on Saturday, the time shall be 12 o'clock m., unless other terms are agreed upon at the time of sale. If the buyer fails to make the advance provided for in this section, he shall pay the seller interest from the end of the five day period after purchase until the date of settlement.—Wm. Culkins, Supt.

#### TOLEDO LETTER.

The S. W. Fowler Co. incorporated to deal in wholesale grain; capital stock \$100,000; Chas. S. Burge incorporator.

O. W. Randolph has applied for membership in the Produce Exchange on transfer from D. D. Noyes. He is connected with the Central Grain Co.

Resolutions of sympathy were adopted by the members of the Produce Exchange, Apr. 11, on the death of Mrs. Cora Bunce, wife of Arthur W. Bunce, of the Paddock-Hodge Co. Mrs. Bunce died suddenly Apr. 10.

Dan Lynch has shared the fate of Geo. Julian, who was recently arrested for stealing grain from cars in the yards at the East Side Elvtr. Co. Lynch was suspected of taking grain from cars in the yards at the Rosenbaum Grain Co.'s Elvtr. and when his clothes and shoes were found to be full of grain dust, he was arrested. He confessed later to having broken the seal on the car and taken the grain that was missing. Both cases will be tried within a few days.

#### OKLAHOMA.

Bushyhead, Okla.—I will install a Midget Flour Mill.—Wm. Major.

Oklahoma City, Okla.—W. L. Perkins has moved to 1515 Western Ave.

Inola, Okla.—I. A. Shadwick has succeeded H. O. Hearst as mgr. of the Pittman & Harrison Co.

Beggs, Okla.—We are putting in a new roller mill for meal and otherwise repairing the elvtr.—C. R. Latto, with Al Hummel.

Oklahoma City, Okla.—Vandenburgh & Hays have moved their headquarters to this city. They were formerly at Blackwell.

Foyil, Okla.—An elvtr. is being erected here by business men of the town and the farmers of the vicinity.—Wm. Major, Bushyhead.

Oklahoma City, Okla.—Acme Mfg. Co. incorporated; capital stock \$100,000; incorporators Geo. G. Sohlberg, T. J. McClelland and D. Lindbloom.

Perry, Okla.—The Summer Grain Co. incorporated; capital stock, \$4,000; incorporators, Jas. S. Baxter, Margaret M. Coyle and Ed. J. Coyle.

Oklahoma City, Okla.—A joint meeting of the Oklahoma Millers Ass'n and the Oklahoma Grain Dealers Ass'n will be held in this city May 19 and 20.

Huffine Switch (no p. o.), Okla.—J. J. Huffine & Co. of Frederick will build an elvtr. at this station which is half way between Frederick and Davidson.

Hydro, Okla.—I have succeeded W. S. Fisher as mgr. of the El Reno Mill & Elvtr. Co. McCafferty & Thorp are repairing their elvtr. here.—John E. Herrian.

Vici, Okla.—Farmers Grain & Supply Co. incorporated; capital stock, \$10,000; incorporators H. W. Carlock, T. J. Hussey, Cestos and Olden Pierce, of this city.

Yewed, Okla.—I will overhaul my elvtr., putting in a new engine. The Hanna-Mansfield Grain Co. will also overhaul its elvtr. here.—J. H. McCrady, successor to Cox-Grim Co.

Medford, Okla.—The Medford Mill & Elvtr. Co. is building a 15,000-bu. elvtr. on the R. I. on the site of the plant burned June 25, 1911. This will make two elvtrs. for them as they now operate a house on the Santa Fe.

Hugo, Okla.—A company is being organized to build an elvtr. at this station. M. E. Jones of Ada, J. L. Ford of Shawnee and the King Brokerage Co. of this city are interested. The new company will be capitalized at \$25,000 and the elvtr. will be erected as soon as the organization has been completed.

Enid, Okla.—The Enid Mill & Elvtr. Co. have been made defendants in a suit to recover \$20,000 damages for the death of an employee who was caught on a revolving shaft while oiling the machinery and so badly injured that he died from the effects of the accident. Mrs. Ada Kester, the widow, is the plaintiff.

Oklahoma City, Okla.—The preliminary program of the annual convention of the Oklahoma Grain Dealers Ass'n, to be held in this city May 19 and 20, is as follows: Address of welcome, Mayor Whit M. Grant. Compensation for Labor Coopering Cars. Federal Corn Grades and Their Application to Oklahoma. Railroads' Proposed Charge for Spotting Cars. Meaning and Force of the Conditions Printed on Back of Shipper's Order B/L. Pure Seed Wheat. Threshermen's Lien Law. The Common Enemy. The subject of compensation for coopering cars will be handled by a prominent railroad man as well as a shipper in order that both sides can be heard.—C. F. Prouty, sec'y.

#### OREGON.

Astoria, Ore.—Astoria Mill & Grain Co. incorporated; capital stock \$100,000.

Portland, Ore.—We have warehouses in the Willamette Valley, Ore., at: Switzersland sta. (Pratum p. o.), Macleay, Aumsville, West Stayton, Pratum, Shaw, Kingston, Turner, and in eastern Oregon at Haines.—Albers Bros. Mfg. Co.

#### PENNSYLVANIA.

Hogestown, Pa.—The plant of Arthur Huston, containing a large quantity of grain, burned recently; loss \$15,000.

Pittsburgh, Pa.—The many friends of W. W. Beatty, who has been seriously ill, will be pleased to know that he is recovering rapidly and will be in harness again in a short time.

Pittsburg, Pa.—C. G. Burson, traffic mgr. of the Grain & Hay Exchange in a bulletin regarding the decision of the I. C. C. in reference to the allowances out of the thru rate on trunk lines, to the so called industrial lines, says: It appears that it would be to the interest and advantage of the shippers at this market to have all shipments consigned to the north side of the Monongahela river on the Monongahela Connecting R. R., routed via the P. & L. E. road.



Flemington, Pa.—W. B. Foresman, senior member of Foresman & Kelsey, died recently at the age of 73.

Lime Valley, Pa.—Work has been started on our elvtr. It will be 40x32x16 ft. We will use it for wheat storage exclusively and will only install conveyors and one elvtr.—H. S. Hunsecker.

## PHILADELPHIA LETTER.

Lorenzo J. Riley is now asst. sec'y of the Commercial Exchange.

E. Ray Webb and Harry Shuttes have been admitted to membership in the Commercial Exchange.

Former Sec'y Frank E. Marshall, of the Commercial Exchange, has opened an office in the Bourse Bldg. He is sec'y-treas. of the North American Grain Export Ass'n.

The amendments to the arbitration rules of the Commercial Exchange which were recently unanimously adopted by the directors, will be posted for ballot Apr. 30.

Wm. Little, one of the oldest members of the Commercial Exchange, died recently at the age of 72. He joined the exchange in 1885 and has been connected with the malt and grain trade for many years.

Hutchinson B. McKnight, junior member of Robert McKnight & Son, died Apr. 12, after a brief illness. Mr. McKnight was a brother of Ex-Pres. McKnight of the Commercial Exchange and was 56 years old at the time of his death.

The directors of the Commercial Exchange and officials of the Reading and the Penna. Ry. Co.'s. held a conference Apr. 9, in regard to port charges at this market. The issue revolved around the charges which prevail at New York for direct loading of grain for export. This charge is  $\frac{1}{2}$ c per bu., compared with  $\frac{3}{4}$ c per bu. here and in Baltimore. Where grain must be lighter the charge in New York is 9/10c per bu., a rate which the railroad officials suggested might be made uniform at all North Atlantic seaports. The Commercial Exchange protested against that rate on the ground that when the new elvtr. at Girard Point is opened the latter part of this month the bulk of grain for export will be loaded direct, thus avoiding a charge for lighterage. No agreement was reached but the directors adopted the following resolution: "Resolved, That the Pennsylvania R. R. be asked to operate the new elvtr. at Girard Point on the basis of the charges now existing without any change in the rate. We ask that they consider the question of  $\frac{1}{2}$ c for direct loading, the rate now in force at New York, with a view to equalizing the charges at both ports." Unless a satisfactory agreement is reached an appeal will be taken to the Interstate Commerce Com'n's.

## SOUTH DAKOTA.

Warner, S. D.—The elvtr. of the Crown Elvtr. Co. is closed.

Ellis, S. D.—The elvtr. of the Hubbard & Palmer Co. is closed.—O. Brandenburg.

Turton, S. D.—S. J. Davidson has succeeded I. E. Blanchette as mgr. for the Atlas Elvtr. Co.

Plana, S. D.—Ed. Griffith and M. Burnett of Columbia are reported to have bot the elvtr. of the Cargill Elvtr. Co.

Mitchell, S. D.—C. S. Weaver of this city and Arthur Leask of Chicago, will engage in the grain buying business here.

Hecla, S. D.—The material for the new elvtr. of the Hecla Elvtr. Co. has arrived and work on the foundations will begin at an early date.

De Smet, S. D.—Bids for the erection of the new elvtr. of the Farmers Co-operative Ass'n will close May 2. F. W. Wright is sec'y of the company.

Kidder, S. D.—My brother and I have bot the elvtr. of the Brown County Farmers Elvtr. Co. and will handle coal and grain.—Tornquist Bros. Elvtr. Co. per V. Tornquist.

Gallagherville sta. (Willow Lake p. o.), S. D.—The Farmers Elvtr. Co. has let contract for a 30,000-bu. elvtr. to cost \$6,000. The house is to be completed in time for this year's crops.

Britton, S. D.—We have not made definite plans in regard to any additional wheat storage, but we may build late in the summer.—Britton Mfg. Co.

Loomis, S. D.—We have sold our elvtr. to A. H. Betts of Mitchell.—Edward Mayer, mgr. South Dakota Grain Co., Parkston. Mr. Betts now has 2 elvtrs. at this station.

Hetland, S. D.—J. L. Crothers is pres. of our company and I am sec'y-treas. and mgr. We expect to install an electric motor and will repair our elvtr. Geo. P. Sexauer and son of Brookings, S. D., were down here looking over the elvtr. of the Western Elvtr. Co. and it looks as tho there would be a change in the ownership of the house.—H. A. Stangland, mgr. Farmers Grain Co.

Egan, S. D.—The final plans for our new cribbed elvtr. call for a house 28x35 ft. on the ground, 44 ft. high, iron clad and equipped with 2 legs with 11x6-in. cups, rope drive, No. 60 Marquis Cleaner, manlift, 1,500-bu. Richardson Automatic Scale, 6-ton Howe Dump Scale, and a 75-bu. roller feed mill. The elvtr. will have 12 bins with 2 more over the driveway. The plant will be operated by electricity and will have a flour and feed room on one side 24x28 ft. and a 14x16 ft. office. It is to be finished June 1.—F. M. Tusia Grain Co.

## SOUTHEAST.

Lucien, Miss.—The plant of the Lucien Merc. Co. including 2 grain warehouses burned Apr. 8.

Huntsville, Ala.—Henry J. Certain and A. C. Demasters have bot the grain and flour business of W. J. Bennett & Co.

Quitman, Ga.—The International Brokerage & Com'n Co. has gone out of business.—O. K. Jelks, mgr. Empire Cotton Oil Co.

Amelia, Va.—We can and should ship grain from here but we import more than we send away. A new era is dawning, however, dairying and stock raising are coming and then we can afford not to ship grain. There are no elvtrs. here. R. R. charges and com'sns are too high on both grain and stock. Winter wheat has yielded 47 bus. to the acre, and I had two other crops, 43.10 and 41.5 bus. per acre. Corn is as good as grows anywhere. Our people have stuck to tobacco and it has not built up the country.—C. N. Stacy.

Savannah, Ga.—W. R. Davis, grain inspector for the grain exchange of the Board of Trade, has resigned, having refused to act as inspector for members of the Board of Trade unless they were members of the grain exchange. He alleges that he is directly employed by the grain exchange, receives his salary from this source, and that it is an injustice to make inspections for persons outside this organization. The Board of Trade has decided to hire an inspector to avoid further confusion to members whom Mr. Davis has refused to serve.

Mobile, Ala.—I am not only meeting with encouragement from the grain men at this market in my efforts to have the elvtr. of the M. & O. repaired and put into use, but the railroad owning this plant is very much interested and is willing to make all improvements if some one will take the plant and operate it. It has a large up-to-date drier and was built some years ago with a view of doing export business, but owing to the shallow channel at that time it did not prove a success and was soon abandoned; but now, with a channel of 27 ft. and a prospect of 30 ft. before long, together with the opening of the Panama Canal, this elvtr. will be a success from the start. The Leyland and Harrison Steamship Lines that now take large quantities of grain from New Orleans, would much rather handle cargoes from this port. There are about 5,000,000 or 6,000,000 bus. of wheat brot as export from the Gulf ports for Rotterdam. With the remodeling of this elvtr., this port would handle a large part of this as well as grain for other ports. The elvtr. can also be made a paying enterprise in the drying and storing of grain for local grain men.—J. T. Pope, Inspector, Chamber of Commerce.

## TENNESSEE.

Chattanooga, Tenn.—Julius H. Jurkowitz is now with the Mountain City Mill Co.

Memphis, Tenn.—H. Jacobs has opened a grain and feed brokerage office in the Randolph Bldg.

Nashville, Tenn.—The annual election of the Board of Trade will be held during the week of the 27th, and at present Pres. E. M. Kelly is the only candidate for pres.

Bristol, Tenn.—The Bristol Seed & Grain Co. has increased its capital stock from \$15,000 to \$25,000. The company handle only sacked grain and seed and have no elvtr.

## TEXAS.

Waco, Tex.—We are out of the grain business here.—Goodman Brokerage Co.

Decatur, Tex.—Farmers in this vicinity are anxious to have an elvtr. in the town.

Center, Tex.—The Center Grain & Grocery Co. has increased its capital stock from \$12,000 to \$25,000.

Benonine, Tex.—The W. H. Douglas Elvtr. Co. has engaged in business at this point.—G. W. Barrow, of Benonine Grain Co.

Dallas, Tex.—Grain men at this market have been notified that the government will establish a crop reporting bureau in this city.

Galveston, Tex.—Texas Star Flour Mills, incorporated; capital stock \$500,000; incorporators Morris and Edward Lasker and Frank J. Becker.

Dallas, Tex.—All of the power transmitting, conveying and elevating machinery in the new plant of the Standard-Tilton Mfg. Co. will be "Weller-made."

McAllen, Tex.—The Business Men's Club of this city is endeavoring to interest some one in the building of an elvtr. here for the handling of this year's crop.

Pittsburg, Tex.—We expect to handle grain, flour and hay in car lots and to cover considerable territory, as soon as we get started in the business.—Fore Grocery Co.

Ft. Worth, Tex.—The annual meeting of the Texas Grain Dealers Ass'n will be held at Ft. Worth, May 21 and 22, following the annual meeting of the Oklahoma Grain Dealers Ass'n.—H. B. Dorsey, sec'y.

Krum, Tex.—We are rebuilding our elvtr. burned July 1, putting up a 25,000-bu. house at a cost of \$6,000. The new building will be ironclad, with 4 steel storage tanks, equipped to handle 2,000 bus. per hour. We expect to have one of the fastest and most up-to-date country elvtrs. in northern Tex.—R. L. Cole & Co.

Fort Worth, Tex.—At the annual election of the Fort Worth Grain & Cotton Exchange, Apr. 8, the following officers were named: T. G. Moore, pres.; Tom B. Owens, vice-pres.; W. W. Manning, treas. and E. B. Wooten, sec'y. Members of the arbitration com'te are Charles R. Champion, Robert I. Merrill and Werner Wilkins; of the board of grain appeals R. M. Kelso, E. E. Bewley and Robert I. Merrill. Mr. Wooten is the youngest exchange sec'y in the south, if not in the U. S., being only 25 years old. He is serving his 5th term as sec'y, having worked up to the position from that of messenger boy.

## WASHINGTON.

Pullman, Wash.—The reports here are that the Kerr-Gifford Co. will quit warehousing. We operated the warehouse here for 2 years and tried to buy it but the price was too high and they refused to lease it to us any longer.—Ira N. Nye, mgr. Pullman Union Warehouse Co.

Colfax, Wash.—L. R. Miller, mgr. of the warehouse of the Kerr-Gifford Co. at Pullman, has been transferred to the warehouse at this point, the one at Pullman having been closed. The houses at Kitzmiller (no p. o.), Whalen and Busbeys (both mail to Pullman) have also been closed.



Marcellus, Wash.—The recently organized Farmers Elvtr. Co. will build a 25,000-bu. elvtr. in time to handle the new crop.

Tacoma, Wash.—The Northern Grain & Warehouse Co. is reported to have obtained the use of the wheat warehouse of the Northwestern Warehouse Co. on the Nor. Pac. R. R. We have used a warehouse on the C. M. & St. P. for the last 4 years but will give up the lease Aug. 31. It is said that M. H. Houser and others of Portland will take it over.—G. H. Willison, Balfour, Guthrie & Co.

Tacoma, Wash.—A. E. Sutton, representing the Northern Grain Co. at this market, has announced that his company has contracted for the Northwestern Dock which has a capacity for 40,000 tons of grain. The company is installing cleaners and new machinery in the warehouse and will build a \$7,000 brick fire wall at the end of the warehouse and next to the Municipal Dock. Mr. Sutton says: "I expect that we will begin to ship from Tacoma about July 1. Most of our shipments will go to Europe by way of the Panama Canal. The shipments will be in large and small lots as the occasion offers. Anything will be taken as high as 4,000 tons."

Pullman, Wash.—R. C. McClosky of Garfield and S. C. Armstrong of Colfax, who were appointed as a com'te to investigate the bulk grain proposition and report to the Whitman County Farmers Union have reported that in their opinion \$660,000 could be saved annually by the farmers of the North Pacific coast thru the bulk handling of grain. According to the report the total cost of delivering sacked grain on board ship is 27.7c per bu., while by handling in bulk this cost is reduced to 22.6c per bu., a difference of 5.1c. From this difference is deducted 4c per bu., the amount returned for the sack, leaving a net difference of 1.1c per bu. in favor of the bulk system. The average North Pacific wheat crop is 60,000,000 bus. The figures of the com'te show the cost of threshing sacked grain, including cost of sack, to be 15c per bu., while the cost of threshing bulk grain is given at 9½c per bu. Delivery, based on a 5-mile haul, is figured the same, 2½c per bu. for sacked and bulk grain. Handling sacked grain through the warehouse costs the producer 1¼c per bu., while the cost of handling bulk grain through elvtrs. is given at 1c per bu. In the freight item the figures are the same, 10 1/5c per bu., based on 17c the hundredweight. The terminal warehouse charges on sacked grain are given at 1¼c per bu., and on bulk grain 11/15c per bu.

### WISCONSIN.

Wausau, Wis.—The report that we would build a large mill at this point is incorrect. We are not erecting any buildings here and do not intend to.—H. E. McEachron Co.

Juneau, Wis.—Ernst Werblow has succeeded Aug. Gritzmacher as mgr. for the Ladish-Stoppenbach Co. at this station. Mr. Gritzmacher has been mgr. for 12 years.

West Salem, Wis.—The Steenerson Flour and Feed Mill burned Apr. 14 with a loss of \$50,000. The elvtr. and lbr. yards of the Cullman Lbr. & Sply. Co. were threatened but hard work saved them both.

Roberts, Wis.—J. H. Kinsey, pres. of the Wisconsin Elvtr. Co., died Apr. 13 at the age of 65. He was well known to the grain trade of the northwest and at one time was a member of the Minneapolis Chamber of Commerce. Many members of that exchange attended the funeral which was held Apr. 16.

Lake Mills, Wis.—The elvtr. operated by Aug. Neupert and owned by B. Haeger, Jefferson, burned at 3 a. m., Apr. 17. A lumber yard and the C. & N. W. depot were also destroyed, the total loss amounting to \$18,000. The blaze was evidently due to an incendiary, who is bent on destroying the town. Small fires occurred Apr. 14, 15 and 16 and 4 fires were started the night the elvtr. burned. The loss on the elvtr. is placed at \$12,000 and on stock \$3,000.

### MILWAUKEE LETTER.

A. W. Matter has been admitted to membership in the Chamber of Commerce.

The Pabst Brewing Co. of this city has abandoned its attempt to grow hops on the company's farm at Calhoun. The venture was not successful.

The directors of the Chamber of Commerce have re-appointed A. A. Breed as chief inspector of the exchange, and F. F. Clapp as chief weighmaster.

A rule to govern the making of bids for grain for shipment from outside points to this market, is being formulated by the directors of the Chamber of Commerce.

The directors of the Chamber of Commerce have unanimously voted to continue the operation of the freight bureau of the exchange and to retain Geo. A. Schroeder to superintend it.

The girls are gaining on the boys in the families of the members of the Chamber of Commerce, recent arrivals standing 3 to 2 in favor of the fair sex. Future grande dames have recently arrived at the homes of I. C. Lyman, W. C. Kopplin and Wm. Degentesch, while boys registered at the homes of Wm. A. Hottensen and H. M. Stratton.

Chas. F. Galvin, a grain com's'n merchant with offices in the Chamber of Commerce Bldg. suspended business Apr. 16. He has been a member of the grain trade in this city for the last 10 years and held memberships in the Chamber of Commerce and the Chicago Board of Trade. Most of his operations were carried on thru Chicago houses and it is not known just what caused the suspension, altho heavy losses in May corn are reported to be responsible.

The supervisors of grain inspection and weighing have formulated a suggestion and presented it to the directors of the Chamber of Commerce, which proposes that an apparent error may be corrected when the grain is being unloaded, but that the buyer shall not have the right to refuse the grain outright. It is proposed that the supervisors of grain inspection and weighing shall determine whether the original grading was an "apparent error" and shall fix the discount at which the grain shall be accepted by the buyer.

The following com'tes have been appointed for 1914 by the directors of the Chamber of Commerce: Finance—C. W. Schneider, H. H. Peterson and Frank J. Coughlin. Rules and regulations—H. H. Peterson, H. A. Plumb and H. M. Stratton. Transportation—A. K. Taylor, Walter Stern and A. R. Templeton. Supervisors of grain inspection and weighing—J. J. Crandall, A. K. Taylor, Josef Mueller, P. P. Donahue and L. L. Runkel. Weather reports—C. C. Joys, J. H. Crittenden and William Young Jr.

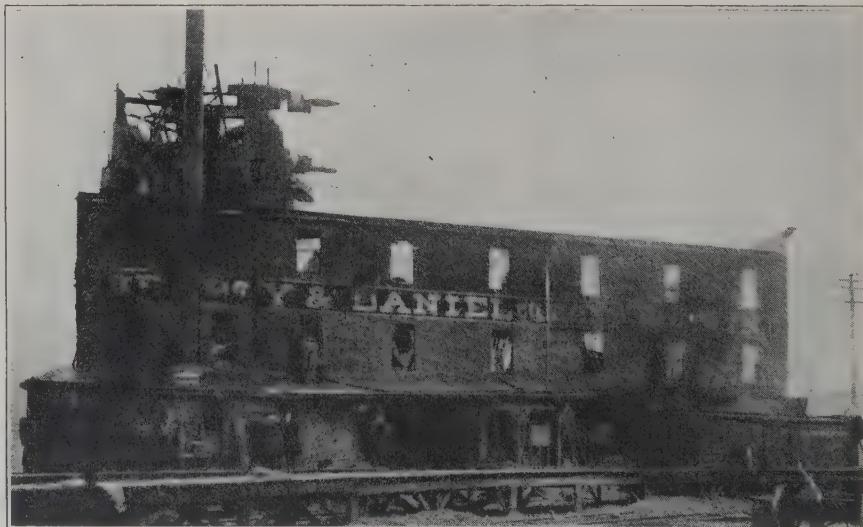
The annual dues of the Chamber of Commerce will remain at \$35, the directors having announced the fact recently. Some of the members of the exchange have favored a reduction to \$25 but the majority seem to think the old rate O. K. and it will stand for the year.

### Burning of Early & Daniel Co. Elevator at Cincinnati.

Fire destroyed the elevator and warehouse of the Early & Daniel Company at Sixth and Harriett streets, Cincinnati, on April 10. The conflagration started in the rear of the warehouse, and the loss is estimated at close to \$150,000, part of which is covered by insurance. According to Mr. H. Lee Early, there were 100,000 bus. of grain in the building, seven carloads of flour and six carloads of hay. In the basement is a fireproof concrete bin, where several thousand gallons of molasses is stored, but this was unharmed. Two cars of grain were on the side track, which also was a total loss.

One of the walls of the building caved in, and the roof and upper floors gave way. The cause of the fire was supposed to be from spontaneous combustion.

THE HALL-BAKER decision has recently been republished by the U. S. Dept. of Agriculture, and is of special interest as limiting the power of the federal government to supervise grain inspection, the U. S. Circuit Court of Appeals in that case having held: "The proof was that the defendant offered to sell and sold five thousand bushels, not of No. 2 red wheat, but of such wheat as under the laws of Missouri the official inspector of that state at Kansas City should decide and certify to be No. 2 red wheat. Concede that the inspector was mistaken and that the wheat was in fact mixed wheat. Nevertheless, it was the wheat which the Missouri inspector adjudged and certified to be No. 2 red wheat, and the wheat that he should so adjudge and certify and no other, whatever its actual grade, was the article the defendant offered to sell and sold. It was the undoubted right of the parties to this sale to make the Missouri official inspector the arbiter between them of the character and grade of the wheat in which they dealt and to make his decision and inspection an ineradicable term of its description."



Ruins of Early & Daniel's Elevator and Warehouse at Cincinnati.



## Feedstuffs

THE FEED STANDARDS recently adopted at a conference in Oklahoma City have been officially adopted by the state of Missouri.

THE PEERLESS MILLING & FEED Co.'s new plant at Cairo, Ill., was recently completed. The company is now manufacturing a complete line of mixed feeds, corn chops and mill feed.

THE IMPERIAL GRAIN & MILLING Co. of Toledo, O., was recently fined \$25 and costs on a shipment of "Imperial Corn, Oats and Barley Chop" found by the government to contain oat hulls and corn cob.

WHEAT BRAN produced from wheat ground in England is entitled to admission into the United States free of duty even though the wheat is grown in Canada, because England admits all our grain and grain products free.

THE WESTERN GRAINS & FEED Co. has succeeded the Atlantic Export Co. of Wisconsin, with offices in the Royal Insurance Bldg., Chicago. The Atlantic Export Co. was formed some years ago in Milwaukee, but has, for some time, been located in Chicago.

THE GUY G. MAJOR Co., of Toledo, O., has been fined \$150 and costs on a shipment of linseed oil meal from Ohio to Indiana for the alleged violation of the Food and Drugs Act by adulteration of the meal with a small percentage of cottonseed meal.

THE FORT SMITH COTTON OIL Co. of Ft. Smith, Ark., has been fined \$15 and costs of \$14.65 for violation of the Food and Drugs Act. The charge was brought after an examination showed that a shipment of its cottonseed meal from Arkansas to Vermont contained less protein than shown on the label.

THE ANNUAL MEETING of the National Alfalfa Millers' Ass'n will be held in Wichita on May 11 and 12. The Ass'n was so pleased with the treatment it received in that town a year ago that the executive com'te accepted the invitation to meet there again. The membership of the ass'n is composed of alfalfa millers in Kansas, Nebraska, Oklahoma, Texas and New Mexico.

THE KANSAS FEEDING-STUFFS LAW, its meaning and requirements, together with the registration of commercial feeding-stuffs in that state is given in Bulletin No. 195 of the Agricultural Experiment Station. The pamphlet lays considerable stress upon the proper labeling of products and the penalty for mislabeling, also the list of firms who have registered their products under this law.

FOR SPECIAL TAX tags the manufacturer is not liable for payments if the goods remain in unbroken original packages in interstate shipment. The payments of inspection taxes must be made by the person in whose hands the property is when first sold after entering the state. The states could not enforce any revenue law under the guise of an inspection law. The states have the right, under the police power, to regulate the manufacture and sale of feeds and can inspect feeds and require certain standards to be maintained.—Frank F. Reed, official counsel before directors and delegates of Millers' National Federation.

NIAGARA GRAIN & FEEDS Co., LTD., of Toronto and Port Colborne, Ont., was recently organized with a capital stock of \$100,000 to deal in grain and feedstuffs, taking over the business of S. H. Pitts & Son, grain dealers of Toronto. Mr. S. H. Pitts will act as manager. Work on the 50,000-bu. elevator and feed mill on the government docks at Port Colborne, has already been commenced and plenty of room is being allowed for an increase. The feed mill will be equipped with the latest machinery for the handling of grain and feeds together with sacking, machinery, and when completed will be the largest of its kind in Ontario. It is expected that the company will soon work up a very nice business due to its location in a dairy section of large proportions.

THE SPECIAL LEGISLATIVE com'te of the Millers National Federation on uniform feeding-stuffs laws reported at the recent Federation meeting in favor of an indorsement by the directors of the proposed law, but the report was referred back for further consideration. Chairman Wm. G. Crocker said: We can only repeat that a federal bill is not needed, the public already being amply protected by the food and drugs act; but it is apparent that during these days of great moral reform we must have a federal bill, and we believe that the one agreed upon is as fair as we can expect, as, in reality, it is nothing more or less than an amendment to the pure food and drugs act, so worded as to include feedingstuffs. Many of the sections are taken verbatim from the pure food and drugs act.

KANSAS FEEDINGSTUFFS law does not include whole grains, writes L. A. Fitz, of the State Agricultural College, Manhattan, to E. J. Smiley. "Neither is there any license required to grind whole grains for any person. It simply states that when any person shall sell, offer or expose for sale or distribute in this state any commercial feeding stuff, he shall file annually his registration. I will state that I doubt very much if an elevator owner will take the trouble to load out the grain, sell it to the farmer then unload it, take it back in and grind it. The fact is it would cost him more to do this than it would to pay the registration fee. Furthermore, I am very much afraid that he would be tempted to disregard this practice some time and simply sell the ground feed, in which case the cost to him would be several times greater than the payment of the registration fee. I am simply calling this phase of the matter to your attention so that no one will be misled. I hope that when this whole matter comes up for a subsequent revision that the registration fee will be put on a proper basis so as to protect the small manufacturer or dealer."

### Exports of Feedingstuffs.

Exports of feedingstuffs during February, 1914, compared with February, 1913, and during the eight months ended Mar. 1, compared with the corresponding period ending Mar. 1, 1913, according to the report of the United States Bureau of Statistics, were in tons as follows:

|                               | February, ended |        | Eight mos. ended March 1. |         |
|-------------------------------|-----------------|--------|---------------------------|---------|
|                               | 1914.           | 1913.  | 1914.                     | 1913.   |
| Bran and middlings .....      | 179             | 609    | 1,791                     | 4,443   |
| Dr. grns. and mlt. sprts..... | 2,288           | 4,120  | 42,323                    | 43,038  |
| Mill feeds.....               | 4,018           | 18,220 | 48,386                    | 83,628  |
| Oil Cake and Oil Cake Meal.   |                 |        |                           |         |
| Corn .....                    | 1,057           | 3,573  | 17,351                    | 21,133  |
| Cottonseed .....              | 30,585          | 65,019 | 279,055                   | 380,066 |
| Linseed .....                 | 21,661          | 40,869 | 225,749                   | 254,873 |
| All other .....               | 1,817           | 108    | 2,331                     | 2,767   |

### Alfalfa.

"What is the crop that always pays,  
And will mature in forty days,  
Resisting drought, the frost, the heat,  
Whose roots reach down one hundred feet?  
Alfalfa!

"What grows in loam, clay or sand,  
What lifts the mortgage off the land;  
What crop is cut six times a year,  
And no foul weeds in it appears?  
Alfalfa!

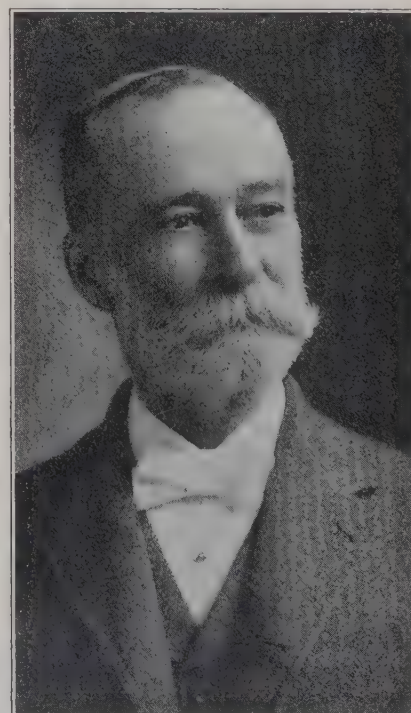
"What makes the Swine so healthy feel,  
And never raise a hungry squeal;  
The wholesome food that never fails  
To put three curls into their tails?  
Alfalfa!

"What makes all other stock look nice,  
And bring the highest market price;  
What fills the milk pails, feeds the calf,  
And almost makes the old cow laugh?  
Alfalfa!"

### Jas. A. Loudon Dead.

With the death of James A. Loudon, Apr. 11, the Cincinnati Chamber of Commerce lost one of its oldest and most respected members. Death came as the result of old age, at the new family home in Newport, Ky. The deceased had been actively engaged in the hay and grain business for the past 50 years and until within a week of his death rarely missed being at his place of business. He was born in Ripley, O., Feb. 17, 1825. In early life he was a clerk on a river boat and later went into business in Cincinnati where he spent the greater part of his business life. He is survived by a wife and two sons, Charles F. Loudon of Terre Haute, Ind., and James Loudon of Cincinnati.

The death of Mr. Loudon is regretted by his former business associates. The Cincinnati Chamber of Commerce adopted resolutions expressing the esteem in which he was held. The Chamber adjourned at 12:30 April 13, the day of the funeral. A portrait of Mr. Loudon is reproduced herewith.



James A. Loudon, Cincinnati, Deceased.



## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

**N. Y. Cent.** has reduced its rates on corn from New York City, effective May 1.

**C. & N. W.** in Sup. 15 to G. F. D. 14500-B restores participating rail and water rates, effective Mar. 20.

**C. B. & Q.** in Sup. 9 to G. F. O. 3663-E changes rules on shrinkage allowance for grain and seeds, effective May 10.

**C. & A.** in Sup. 11 to 2-C shows switching and other terminal charges applying at stations on its line, effective Apr. 1.

**C. I. & L.** quotes suspension of rates in compliance with order of Interstate Commerce Commission of Mar. 26, issued Apr. 9.

**H. G. Wilson** has issued advanced notices 16, 17 and 18 to Sup. 1 to Wilson's Grain Rates No. 2 (Iowa) under date of Apr. 16 and 17.

**Ill. Cent.** quotes a proportional export rates of 14½¢ on grain and screenings from Peoria and Pekin, Ill., to New Orleans, La., Apr. 20.

**Ill. Cent.** quotes reduced rates on wheat and coarse grains from points in western Minnesota and northwestern Iowa, effective May 10.

**C., R. I. & P.** quotes reduced rates from points in western Minnesota and northwestern Iowa on wheat and coarse grains, effective May 10.

**C. M. & St. P.** quotes reduced rates on wheat and coarse grains from points in western Minnesota and northwestern Iowa, effective May 10.

**C., St. P., M. & O.** quotes reduced rates on wheat and coarse grains from points in western Minnesota and northwestern Iowa, effective May 10.

**M. & St. L.** has issued reduced rates on wheat and coarse grains from points in western Minnesota and northwestern Iowa, effective Apr. 22 and May 10.

**Great Northern** will issue reduced rates from points in western Minnesota and northwestern Iowa on wheat and coarse grains in line with other roads.

**C. R. I. & P.** will publish the same thru rates on grain to Milwaukee from points in Iowa on the old St. Paul & Kansas City Short Line as are in effect to Chicago.

**C. & N. W.** in Sup. 16 to G. F. D. 14500-B cancels all thru rates from points on the La Salle & Bureau County R. R. to points on the Kane & Elk R. R., effective May 2.

**B. & O.** quotes an export rate of 4.55¢ on barley, 4.45¢ on corn, 4.95¢ on rye, 3.50¢ on oats and 5.20¢ on wheat and flaxseed from West Fairport, O., to Baltimore, Md., effective Apr. 20.

**C. I. & L.** in Sup. 2 to 440-B quotes new local rates on grain and grain products from stations on its line to Chicago, Englewood, Hegewisch and Pullman Junction, Ill., effective May 15.

**C. & A.** Sup. 2 to 1576-A quotes new joint rates on grain from station in Illinois on the C. & A. to stations in Arkansas and Louisiana, also to Texarkana, Ark.-Texas, effective May 4.

**C. I. & L.** in Sup. 7 to 933-E quotes changes in switching charges and absorptions, drayage and transfer arrangements on state and interstate shipments at junction points on its line, effective May 8.

**C. & A.** in Sup. 6 to 1604-B quotes new local, joint and proportional rates on grain and grain products between Chicago, Joliet, Peoria, Pekin and East St. Louis, Ill., St. Louis, Mo., and stations on the C. & A., C. & I. M. and C. & N. W. in Illinois and St. Louis, Mo.; also to Toledo, Ohio, and Detroit, Michigan, and stations in Illinois on lines shown in item 10 of tariff as amended, effective May 1.

**C. & N. W.** in Sup. 17 to 8300-A quotes new local, joint and proportional rates from points in Wisconsin to Chicago, Ill., Cudahy, So. Milwaukee and Carrollville, Wis., and Milwaukee, Wis., on grain and flaxseed, effective Apr. 13.

**C. & A.** in Sup. 8 to A-535 quotes a proportional export rate of 14.5¢ on wheat, corn, barley, oats, rye and grain screenings from Chicago, Peoria and Pekin, Ill., to Mobile, Ala., and New Orleans, La., effective Apr. 20.

**M. C. R. R.** in Sup. 18 to G. F. D. 9073 postpones effective dates of Sup. 15 to Sept. 12, 1914. Pending restoration, reissue or cancellation of Sup. 15, G. F. D. 9073 and all effective supplements thereto will remain in force, issued Mar. 4.

**Wabash** quotes a rate of 7¢ on wheat, corn, oats, rye, barley, buckwheat, kafir, spelt, grain screenings and milo maize between Chicago, Ill., and rate points; and East St. Louis, Ill., St. Louis, Mo., and stations taking same rate, effective May 2.

**C. & A.** in Sup. 6 to 1581-C quotes new joint and proportional rates on grain and grain products from stations on the C. & A. and St. Louis & Hannibal Ry. to Atlantic seaboard, eastern and interior United States and Canadian points, effective May 1.

**Mo. Pac.** quotes an export rate of 23.5¢ on wheat and 21.5¢ on corn from Fort Leavenworth, Atchison, Kan., St. Joseph and Kansas City, Mo.-Kan.; to Galveston and Texas City, Tex., Mobile, Ala., Port Chalmette and Westwego, La., effective May 1.

**M. C. R. R.** in Sup. 24 to G. F. D. 9078 quotes new rates on grain and grain products from stations on the M. C. R. R. west of the Detroit and St. Clair Rivers, also stations on connecting lines, to eastern United States and Canadian basing points, effective May 1.

**C. B. & Q.** in Sup. 20 to G. F. O. 1821-C shows switching charges between industries, etc., on C. B. & Q. tracks at Chicago, Hawthorne and Clyde, Ill., stations and junctions of connecting lines, also from one location to another on C. B. & Q. tracks, effective May 15.

**M. C. R. R.** in Sup. 22 to G. F. D. 9078 postpones effective date of Sup. 17 to Sept. 12, 1914. Pending restoration, reissue or cancellation of Sup. 17, G. F. D. 9078 and effective supplements thereto will remain in force unless sooner lawfully changed or reissued, issued Mar. 4, 1914.

**Grand Trunk** quotes an ex-lake export rate of 5.50¢ on wheat and flaxseed, 5.25¢ on rye, 4.75¢ on corn and barley and 3.70¢ on oats from Collingwood, Depot Harbor, Goderich, Kingston, Midland, Port Colborne, Tiffin, Ont., and Port Huron, Mich.; to Boston, Mass., effective Apr. 20.

**C. R. I. & P.** quotes a rate of 21¢ on corn, 24½¢ on wheat and 31½¢ on millet and flaxseed from Hammon Jctn., Okla.; to Little Rock, Ark.; and 21½¢ on corn and alfalfa meal and feed, 24½¢ on wheat, 31½¢ on millet and flaxseed, 34½¢ on hempseed and 51½¢ on broom corn, effective Apr. 20.

**C. G. W.** in Sup. 24 to 36-A quotes local, joint and proportional rates on grain, grain products, flaxseed and millet seed, between Chicago, Ill., and stations in Illinois and Indiana taking same rates and stations on C. G. W. and connections in Iowa, Kansas, Minnesota, Missouri and Nebraska, effective May 1.

**A. T. & S. F.** in Sup. 10 to 5588-J quotes local, joint and proportional rates on grain and grain products between points in Kansas, Colorado, Missouri and Oklahoma; also Superior, Neb., and Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Chicago, Peoria, Ill., and Mississippi River points; also gives basis for making thru rates to or from Omaha, South Omaha, Lincoln, Neb., Council Bluffs and Sioux City, Iowa, and distance rates between stations in Kansas; stations in Oklahoma and stations in Kansas; also Superior, Neb.; stations in Kansas; and Superior, Neb., and Joplin, Mo., effective May 1.

**C. R. I. & P.** in Sup. 26 to 19690-D makes new rates on grain, grain products, seeds, broom corn from stations in Colorado, Iowa, Kansas, Missouri, Nebraska, New Mexico and Oklahoma to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Alabama, Arkansas, Louisiana, Mississippi and Missouri, effective April 30.

**Soo** quotes a rate of 17¢ on barley, corn, rye, oats and wheat, 18¢ on millet and flaxseed between Minneapolis, Duluth, St. Paul, Minn., Superior, Wis.; and Sanger, Deapolis and Stanton, N. D.; and a rate of 16½¢ on grain and grain products from Minneapolis, St. Paul, Minn., St. Croix Falls, Wis.; to Detroit, Mich., effective May 4.

**C. M. & St. P.** quotes a rate of 19¢ on corn, rye, oats and barley, 19½¢ on wheat and 24¢ on millet and flaxseed between East St. Louis, Alton, Quincy, Ill., St. Louis and Hannibal, Mo.; and Colton, S. D.; also a rate of 19¢ on wheat, corn, rye, oats and barley and 24¢ on millet and flaxseed between East St. Louis, Alton, Quincy, Ill., St. Louis and Hannibal, Mo., effective May 1.

**M. C. R. R.** in Sup. 9 to G. F. D. 9073-A quotes new local, joint and proportional rates on grain and grain products from stations on the M. C. R. R. and connecting lines to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, New York, Ohio, Ontario, Pennsylvania, West Virginia and Wisconsin; also from stations on the C. R. R. to Detroit, Mich., and Toledo, Ohio, effective May 1.

**D. L. & W.** in I. C. C. 10,961 quotes an export rate of 5.02¢ on wheat, 4.45¢ on corn, 4.95¢ on rye, 4.55¢ on barley, 3.50¢ on oats and 5.20¢ on flaxseed from and east of Buffalo, N. Y.; to Baltimore, Md., and Philadelphia, Pa.; also 5.50¢ on wheat and flaxseed, 4.75¢ on corn and barley, 5.25¢ on rye and 3.70¢ on oats from and east of Buffalo, N. Y.; to New York, N. Y., and Boston, Mass., effective Apr. 20.

**Mo. Pac.** quotes a rate of 19¢ on corn, 23¢ on wheat and 28¢ on flaxseed from Atchison, Leavenworth, Elwood, Kan., St. Joseph and Kansas City, Mo.-Kan.; to Waller, Poe, Sandeff, Karber, Partain and Edgemont, Ark.; also a rate of 24½¢ on corn, 28½¢ on wheat and 37¢ on flaxseed from Omaha, Nebraska City, Neb., and Council Bluffs, Ia.; to Waller, Poe, Sandeff, Karber, Partain and Edgemont, Ark., effective Apr. 29.

**Erie** in I. C. C. 11,514 quotes an ex-lake export rate of 4.55¢ on barley, 4.45¢ on corn, 5.20¢ on wheat and flaxseed, 3.50¢ on oats and 4.95¢ on rye from and east of Buffalo, N. Y.; to Baltimore, Md., Port Richmond and Philadelphia, Pa.; 4.75¢ on barley and corn, 5.50¢ on wheat and flaxseed, 3.70¢ on oats and 5.25¢ on rye to Boston, Mass., Long Dock and Jersey City, N. J.; and 5.25¢ on barley and corn, 5.50¢ on flaxseed, 4¢ on oats, 6¢ on rye and 6.50¢ on wheat to New York, N. Y., effective Apr. 20.

**C. B. & Q.** in Sup. 1 to G. F. O. 1362-I quotes new local, joint and proportional rates on grain and grain products between St. Paul, Minneapolis, Duluth, Stillwater, Winona, Minn., and LaCrosse, Wis., etc., and stations taking same rates, and stations in Illinois, Indiana, Kentucky, West Bank Mississippi River points (Dubuque, Iowa, to St. Louis, Mo., inclusive); also Green Bay, Kewaunee, Wis., etc.; also to points east of the Illinois-Indiana State Line or south of the Ohio River, effective May 12.

**Mo. Pac.** quotes a rate of 22½¢ on wheat, 20¢ on corn and linseed meal and 25¢ on millet and flaxseed between Atchison, Leavenworth, Independence, Kansas City, Kan.-Mo., St. Joseph, Carondelet, St. Louis, Mo., Nebraska City, Lincoln, Plattsmouth, Omaha and Crete, Neb., Council Bluffs, Ia.; and Iuka, Kan.; also a rate of 20½¢ on corn and corn meal, 25½¢ on wheat, 34¢ on flaxseed and 37¢ on hemp seed from Iuka, Kan.; to Little Rock, Ark.; 33½¢ on wheat, 30¢ on corn and corn meal, 36¢ on flaxseed and 39¢ on hemp seed from Iuka, Kan.; to Texarkana, Ark.; and 21½¢ on wheat, 17½¢ on corn and corn meal, 32¢ on flaxseed and 35¢ on hemp seed from Iuka, Kan.; to Fort Smith and Van Buren, Ark., effective May 6.



C. R. I. & P. in Sup 9 to 27537-B quotes rates on grain and grain products from stations on the C. R. I. & P. and Rock Island Southern Ry. in Illinois and Iowa to Albany, N. Y., Boston, Mass., Baltimore, Md., Montreal, New York, Philadelphia, Rochester, Syracuse, Utica, N. Y., and other eastern points; also on grain and grain products, flaxseed and hay from stations on its line in Illinois, Iowa, Kansas, Minnesota, Missouri and Nebraska to stations in Illinois, Indiana, Kentucky, New York, Ohio and Pennsylvania, effective May 10.

Wabash quotes proportional rates on grain and grain products: 14c from East St. Louis, Ill., and St. Louis, Mo., and 15c from Danville, Ill.; to Minneapolis and St. Paul, Minn.; a rate of 18½c on flaxseed, 13.9c on wheat and 12½c on corn, rye, oats and barley between Des Moines, Highland Park, Flint Jct. and Urbandale, Ia.; and Chicago, Ill.; a rate of 13.5c on flaxseed, 10.9c on wheat, 9.5c on corn, rye, oats and barley between same stations and St. Louis, Mo.; 14c on flaxseed, 11c on wheat and 10c on corn, rye, oats and barley between same stations and Kansas City, Mo., effective May 1.

C. & N. W. in 11375-B quotes new local, joint and proportional rates on grain and flaxseed between stations in Iowa, Minn., South Dakota (east of the Mo. River), North Dakota and stations in Illinois, Wisconsin, Michigan, Minnesota, South Dakota (east of the Mo. River), and North Dakota; stations in Iowa and East Clinton, Ill., proportional; Omaha, South Omaha, Neb., and stations in Illinois, Wisconsin and Michigan; also a reduction to ¾c per bu. for grain elevation on grain or seeds destined to stations east of the Mo. River, from Council Bluffs, Missouri Valley, Iowa, Fremont, Omaha and South Omaha, Neb., said allowance to accrue only to operator or owner of the elevator performing the service, effective May 10.

## Winners of Fosston Prize for Cleaning Grain.

That it pays to clean grain has been fully demonstrated by the prize contest which has been conducted by the Fosston Mfg. Co., among elevator managers in charge of Fosston cleaners. The contest was announced last October and was to have closed Jan. 10, 1914; but for various reasons was extended to April 15. The promoters of the contest are greatly pleased with the results of their offer.

According to the rules prescribed by the conductors, the prize was to be given to the manager whose plant showed the best earnings on the 1913 crop, inclusive of by-products and other revenue sources derived from the operation of the cleaner. The prizes were \$50 first, \$25 second, and \$10 third, to be paid to the managers.

From the large number of contestants that submitted their earnings Mr. H. L. Schroeder, mgr. Farmers Elevator Co., of Erie, N. D., with total earnings of \$2,132.03 was first; Andrew I. Sharpe, mgr. Shepard Farmers Co-Op. Ass'n, Cooperstown, N. D., with earnings of \$1,896.02, second; and C. O. Olson, mgr. Alvarado Farmers Elevator Co., Alvarado, Minn., with \$1,629.36 third. Others made creditable showings in the contest, proving conclusively the futility of the argument "It doesn't pay to clean grain." Among the other managers who made excellent records are J. S. Broberg, mgr. Adams Farmers Elevator Co., Adams, N. D., and D. S. Blair, mgr. Farmers Elevator Co., at Maza, N. D. The reports of both these men show earnings of over \$1600 respectively. In addition to these net earnings of over \$1500 were made by several other competitors.

## Supply Trade

Indianapolis, Ind.—The Ideal Seed and Grain Separator Co. has recently changed its name to that of the Ideal Special Co.

Silver Creek, N. Y.—The Invincible Grain Cleaner Co. has registered its trademark "Invincible" used since Jan. 1, 1908, in the Patent Office at Washington, for its entire line of grain cleaning and other machinery.

Chicago, Ill.—The Weller Mfg. Co. has recently opened a District Sales Office at 520 Victoria Bldg., St. Louis, Mo. It is put in charge of C. T. Davis, an expert Consulting Engineer, who is thoroughly familiar with Conveying, Elevating and Power Transmitting Machinery.

Merriam Park, St. Paul, Minn.—The Fosston Mfg. Co. as an initial introduction of its new Improved Process Cleaner, is sending out a large attractive poster describing it. It also offers a handsome catalog free to any Journal reader who might be interested and will make request for it.

Dayton, Ohio.—Announcement has recently been made of the incorporation of the Barbeau Grain-Hulling Machine Co., with capital of \$15,000. The company has been formed and arrangements made for the manufacture of a grain-hulling machine of improved style, but it is expected that the company in the near future will erect a plant of its own.

Scranton, Pa.—Here is good news for the grain elevator and warehouse men. A very successful device for the catching of rats and mice has been placed on the market by H. D. Swarts. A record was recently established for one trap, when 100 rats were caught during the period of one month, in a livery stable at Scranton. Readers of the Journal who are losing grain because of this pest might do well to boost this record.

Help Customer—Don't Force Him—Asked for a secret of his prodigious success, a prominent merchant said: "I never try to sell a customer—I try to help him buy." It is wisdom that all might follow, for it is the secret of the success of every dealer, jobber, manufacturer or salesman in the country who has risen above the ordinary. There is a vast amount of difference between selling and helping a customer to buy. In one case the customer is induced to take what he really doesn't want; in the other the customer's interests come foremost and he is aided in making a choice that will give him lasting satisfaction.

Minneapolis, Minn.—Made necessary by the increasing demand for the Flexible Spout Holder and Loader, a factory has been opened here by L. E. Taylor & Co. with a complete line of machinery for the manufacture of the Loader in large quantities. Under the factory name of the Inglehart Flexible Spout Holder Co., the Loaders will be manufactured for both the United States and Canada, where the Northern Distributing Co., Winnipeg, will handle it. Among recent purchasers of the Flexible Spout Holders are the Powers Elevator Co., Beulah and Hazen, N. D.; DeWolf & Wells Co., Terril, Ia.; Farmers Elev. Co., Wagner, S. D.; C. E. Webber, Goodfield, Ill.; Farmers Elev. Co., Grover, S. D.; B. A. Lockwood Grain Co., Ames, Ia., and Wheatland Elev. Co., Victoria, Kans.

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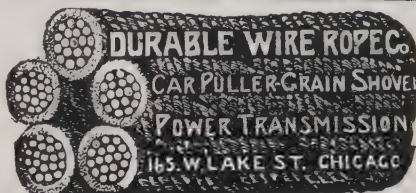
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## Supreme Court Decisions

**Limitation of Carrier's Liability.**—The Texas statute prohibiting railway companies from limiting their common-law liability by provisions in the B/L does not prohibit carriers of interstate commerce from doing so.—*Gulf, C. & S. F. Ry. Co. v. Brackett-Felder Mill & Grain Co.*, Court of Civil Appeals of Texas. 162 S. W. 1191.

**Delivery Without Surrender of B/L.**—Delivery by the delivering carrier of goods shipped to shipper's order without taking up the B/L was negligence, making the initial carrier liable to the consignor for loss thereby sustained under the Carmack Amendment.—*K. C. & M. Ry. Co. v. N. Y. C. & H. R. R. Co.*, Supreme Court of Arkansas. 163 S. W. 171.

**No Recovery Against Carrier on Stale B/L.**—Tho a railroad company wrongfully delivered grain without the surrender of the B/L as required by it, the consignors had no right of action against it if they were not injured because they had received payment for the grain.—*Fourth Nat. Bank of Nashville v. Nashville, C. & St. L. Ry. Co.*, Supreme Court of Tennessee. 161 S. W. 1144.

**Market Values at Country Stations.**—Where two towns were situated about 13 miles apart on the same railroad, and the market price of wheat at one place is practically the same as at the other, evidence as to the market price at one town on a given date was admissible on the question of its market value at the other town at that time.—*Catlett v. Stokes*, Supreme Court of South Dakota. 145 N. W. 554.

**Judgment on Crop Mortgage.**—Where, in an action between a chattel mortgagee of wheat and an attaching creditor, judgment was rendered, giving the attaching creditor priority, the fact that the owner of the wheat, within less than four months after the levy of the attachment, has been adjudicated a bankrupt will not change the conclusiveness of the subsequent judgment decreeing priority, being at most newly discovered evidence which might entitle the mortgagee to a new trial.—*Holt Mfg. Co. v. Coss*, Supreme Court of Washington. 138 Pac. 322.

**Filing Claim With Local Agent.**—Under Civ. Code 1912, § 2573, requiring claims for loss of freight shipped within the state to be adjusted and paid within 30 days after filing with the carrier's agent at the point of destination, a claim for freight lost on defendant's line, filed at destination on a connecting line with an agent there, who collected the charges due and reported the loss and value to defendant, and who sometimes adjusted claims against defendant, was filed with defendant's "agent."—*Brooks v. Southern Ry. Co.*, Supreme Court of South Carolina. 81 S. E. 151.

**Shipper Entitled to Interest on Claim.**—In making an award of damages to a shipper for excessive charges collected by a railroad company, under section 16, of Interstate Commerce Act Feb. 4, 1887, c. 104, 24 Stat. 384 (U. S. Comp. St. 1901, p. 3165), as amended by Act June 29, 1906, c. 3591, § 5, 34 Stat. 590 (U. S. Comp. St. Supp. 1911, p. 1301), the Interstate Commerce Commission has power to allow interest on the excess payments where they were made under protest.—*Denver & R. G. R. Co. v. Baer Bros. Merc. Co.*, U. S. Circuit Court of Appeals. 209 Fed. 577.

**"Spotting" Payment to Shipper a Rebate.**—A carrier's contract to pay a shipper 20 cents per ton for "spotting" cars on the shipper's tracks in its own yards, being a contract for services constituting no part of the transportation and not part of the service covered by the lawful published freight rate, was in effect a contract to pay an unlawful rebate, and hence invalid

under the Act to Regulate Commerce (Act Feb. 4, 1887, c. 104, 24 Stat. 379 [U. S. Comp. St. 1901, p. 3154]).—*New York Cent. & H. R. R. Co. v. General Electric Co.*, Supreme Court of New York. 146 N. Y. Supp. 322.

**Law on Foreign Bills of Exchange.**—Where a contract for the purchase and sale of cotton to be shipped from the United States to Liverpool was made in England, and expressly provided that bills of exchange for shipments should be drawn on a Liverpool bank, and such a bill, with B/L attached, was presented for acceptance to such bank and accepted and paid in England, the rights of the parties on the subsequent discovery that the purported B/L was a forgery are governed by the law of England.—*Guaranty Trust Co. of New York v. Hannay*, U. S. Circuit Court of Appeals. 210 Fed. 810.

**Proximate Cause of Fire.**—Evidence that the person in control of a mill building, while it remained vacant for several months, permitted its doors and windows to remain open, and provided no watchmen, that tramps were frequently seen in it at night, and that it was destroyed by a fire which broke out early in the morning, no train, according to the schedule, having passed on the neighboring railroad track since the evening before, is sufficient to carry to the jury the question whether his negligence was the proximate cause of the fire.—*Loftus v. Taylor Corn Mill Co.*, Supreme Court of Kansas 139 Pac. 480.

**Carrier's Refusal to Accept Checks.**—In an action by a shipper against a carrier to recover demurrage paid, the carrier was not liable by reason of delay in shipments, so that the cars arrived at a time of money stringency, when the carrier refused to accept plaintiff's checks for freight because the checks would not have been then paid by the drawee banks, tho the drawer had ample funds to pay them, since the negligence or default of a railroad company under such circumstances was not the proximate cause of the loss.—*Eagle Pass Lumber Co. v. Galveston, H. & S. A. Ry. Co.*, Court of Civil Appeals of Texas. 164 S. W. 402.

**Shipper Can Recover Loss in Market Value Due to Carrier's Delay.**—Under the Carmack Amendment (Act June 29, 1906, c. 3591, § 7, 34 Stat. 593 [U. S. Comp. St. Supp. 1911, p. 1307]) to the Interstate Commerce Act Feb. 4, 1887, c. 104, § 20, 24 Stat. 386 (U. S. Comp. St. 1901, p. 3169), making the initial carrier liable for any "loss, damage, or injury" to the property shipped, a shipper could recover for decrease in the market value of strawberries shipped due to delay in transportation and delivery.—*New York, P. & N. R. Co. v. Peninsula Produce Exchange of Maryland*, Court of Appeals of Maryland. 89 Atl. 433.

**Shipper Can Recover Destination Value If Carrier Was Notified of Sale.**—If the consignor notified the carrier of his contract of sale of the goods to the consignee for a fixed price, he could recover from the carrier, in an action for damage en route, the difference between the contract price and the market value of the goods at the place of delivery in their injured condition. If the consignor did not notify the carrier of his contract with the consignee for the sale of the goods for a fixed price, consignor's measure of recovery in an action for damages is the difference in the market value of the goods because of depreciation from the injury.—*Gibson v. Inman Packet Co.*, Supreme Court of Arkansas. 164 S. W. 280.

**Consignee Not Liable to Carrier for Undercharge.**—An owner of goods consigned them to his own order with direction to notify defendant, pursuant to a contract by which the defendant was to receive the goods for sale to be delivered f. o. b. in New York. Held, that defendant having paid the freight charges demanded on receiving the goods, to relieve them from the carrier's lien or as agent for the owner, was under no contractual liability to the carrier, and was not liable for a deficiency arising from a mistake of the carrier in failing to charge the proper rate.—

*New York Cent. & H. R. R. Co. v. James Butler*, Supreme Court of New York. 145 N. Y. Supp. 918.

**Void Limitation of Carrier's Duty.**—If a provision in a B/L for the shipment of strawberries that no carrier was bound to transport the property by any particular train or in time for any particular market, or otherwise than with reasonable dispatch, was intended to relieve the carrier from forwarding the shipment within a reasonable time, as is, in effect, required by the Carmack Amendment (Act June 29, 1906, c. 3591, § 7, 34 Stat. 593 [U. S. Comp. St. Supp. 1911, p. 1307]) to the Interstate Commerce Act Feb. 4, 1887, c. 104, § 20, 24 Stat. 386 (U. S. Comp. St. 1901, p. 3169) which prohibits any exemption from such obligation, the provision would be void.—*New York, P. & N. R. Co. v. Peninsula Produce Exchange of Maryland*, Court of Appeals of Maryland. 89 Atl. 433.

**Customer Gambling Can Recover of Broker.**—Where a customer dealt with a broker, who was a member of a Board of Trade, by purchasing grain on margin, without any purpose of receiving grain, and on the understanding that if the price declined so as to consume the margin, the customer should put up an additional margin or the broker could close out the transaction and charge the customer with difference between the price at which the supposed purchase was made and the subsequent sale at market price, the transaction was a gambling transaction, and the money received by the broker in the conduct of his business was recoverable by the customer.—*Coles v. E. C. & H. E. Morrow*, Supreme Court of Tennessee. 162 S. W. 517.

**Limitation of Carrier's Liability.**—A provision in an express receipt that the company should not be liable for more than 50 cents a pound on any shipment in excess of 100 pounds, unless a greater value was declared at the time of shipment and an additional charge paid therefor, was not void as an exemption from liability under Public Service Commissions Law (Consol. Laws, c. 48) § 38, providing that no contract or clause in any receipt shall "exempt" any common carrier from liability for loss; "exempt" meaning to release, discharge, waive, relieve from liability or from some burdensome condition or obligation, and to "limit" meaning to fix a point or boundary beyond which the subject cannot extend, as, for example, a working day may be limited to eight hours, or the speed of a vehicle limited to a certain number of miles an hour.—*Jones v. Wells Fargo*, Supreme Court of New York. 145 N. Y. S. 601.

**Fraud by Alleged Warehouse Superintendent.**—A corporation operating a grain warehouse, desiring to borrow money from a bank on warehouse receipts, appointed W., who, in fact, was a mere bookkeeper for the corporation, superintendent of the warehouse, and procured a fidelity bond from defendant surety company guaranteeing against loss arising from W.'s fraud in issuing warehouse receipts without having the grain in store. The bond contained a rider that it should not cover any loss except such as might grow out of the issuing of fraudulent receipts signed by W. in conjunction with an officer of the warehouse company, and only such receipts as should be pledged to complainant bank as collateral in the regular course of its business. Held that, where W. executed receipts in conjunction with the president of the warehouse company for grain in excess of that stored, which receipts were thereupon pledged to the bank, W. thereby certified to a fact as of his own knowledge, and was guilty of fraud within the rider of the bond, though he had no actual knowledge of the falsity of the receipts, and though he, in fact, was not the superintendent of the warehouse, and performed no duties pertaining to such office.—*Kendrick-Roan Grain & Elevator Co. v. J. H. Weaver and National Surety Co.*, Supreme Court of Tennessee. 163 S. W. 814.



## Insurance Notes.

THE SUPREME COURT of the United States on Mar. 16 reversed the decision of the Supreme Court of South Dakota in the suit between the C., M. & St. P. Ry. Co. and C. B. Kennedy. The lower court had given Kennedy double damages for loss of property by fire set by a locomotive engine; but the United States Supreme Court held the South Dakota statute unconstitutional, on the ground that the exaction of a double liability from a railway company failing to pay, within sixty days, a claim for the damage caused by fire set by a locomotive, as is done by S. D. Laws 1907, chap. 215, except where the owner recovers a less sum as damages than the amount of any tender by the railway company, in which case the latter is to recover its costs, is a taking of the company's property without due process of law.

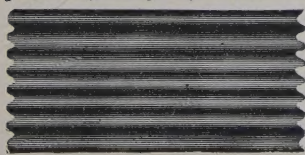
The U. S. Circuit Court of Appeals recently affirmed the decision of the Northern Illinois District Court against the American Cereal Co., plaintiff, and in favor of the London Guarantee & Accident Co., defendant, in which suit the former sought to recover \$1,000 expenses and \$2,500 paid to compromise a claim for the death of W. L. Overhouser at Cedar Rapids, Ia., in November, 1899, while engaged in the construction of plaintiff's buildings. Plaintiff had paid \$50 for indemnity, but the contract provided that the work should be done by contracting builders and that plaintiff should assume no liability by reason of the negligence of any contractor or subcontractor. Defendant fought the Overhouser claim until the courts discharged all the other defendants from liability, and then notified the American Cereal Co. that the cereal company would have to defend the suit at its own expense, refusing to assist in the defense.

NEW YORK STATE EMPLOYERS of the 42 groups specified as hazardous labor are allowed their choice of four methods of insurance under the new Workmen's Compensation Law which goes into effect July 1 and there are already signs of sharp competition in three of these. The fourth allows the employer to shoulder the liability himself if he can satisfy the Workmen's Compensation Commission that he is financially capable of assuming it under any circumstances, but it is very doubtful whether many will care to take this responsibility. The state insurance fund will be under the care of the Workmen's Compensation Commission which will administer it in addition to its general duties. The insurance department will also nurture the new mutual ass'ns of which there are already about a dozen that expect to be ready for business when the law goes into effect. Its further functions are the supervision of rates, inspections and solvency of all insurance companies.

I FIND the Grain Dealers Journal a great help.—F. A. Falconer, Lodi, R 2., O.

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## Do Your Stock Policies Cover Buildings on Leased Ground?

The New York Standard policy says:

"This entire policy, unless otherwise provided by agreement endorsed hereon or added hereto shall be void \* \* \* if the subject of insurance be a building on ground not owned by the assured in fee simple."

This condition of the policy vitally affects the country elevator inasmuch as the majority of country houses are built on railroad land. It is safe to assume that few local agents give this matter any attention; at least, one would be lead to believe so from a perusal of the forms attached to the elevator policies they write. We would not say that a stock fire insurance company would deny liability under its policy if proper endorsement were not attached thereto setting forth that the elevator was on railroad

land; but the fact remains that it could deny liability under the condition above quoted, and no grain man should place himself in that position as it gives the other fellow the best of the argument in case of fire. Examine your stock company policies now, if you are on leased ground, and see if they contain the proper endorsements.—*Grain Dealers Fire Ins. Co.'s Paper.*

## TRI-STATE MUTUAL

### GRAIN DEALERS FIRE INSURANCE CO.

of

### Luverne, Minnesota

Write Elevator and Grain Insurance on the purely Mutual Plan, with *Cash Dividends* Annually.

Write the Secretary  
for Rates.

E. A. BROWN, Pres.  
V. E. BUTLER, V.-P.

E. H. MORELAND, Sec.  
B. P. ST. JOHN, Treas.

## WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

JAY A. KING, President GEO. A. WELLS, Secretary

Write for Information  
Regarding Short Term Grain Insurance

INCORPORATED 1877

## The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents  
of same at Cost.

Insurance in Force \$18,433,615.45. Cash surplus \$473,253.91.

GEO. POSTEL, President G. A. MCKINNEY, Secretary

HOME OFFICE: Alton, Illinois.

WESTERN DEPARTMENT: Mr. Rollie Watson, Mgr., 402 Sedgwick Bldg., WICHITA, KANSAS

## Hot Boxes

Who is to blame for the Million Dollar loss from Hot Boxes in mills and elevators in the last three years? We would like to know.

Millers National Insurance Co.,  
Chicago, Ill.

Western Millers Mutual Fire Insurance Co.,  
Kansas City, Mo.

Ohio Millers Mutual Fire Insurance Co.,  
Canton, Ohio.

Pennsylvania Millers Mutual Fire Ins. Co.,  
Wilkes-Barre, Pa.

Mill Owners Mutual Fire Insurance Co.,  
Des Moines, Ia.

The Millers Mutual Fire Insurance Co.,  
Harrisburg, Pa.

Texas Millers Mutual Fire Insurance Co.,  
Ft. Worth, Texas.

Michigan Millers Mutual Fire Insurance Co.,  
Lansing, Mich.

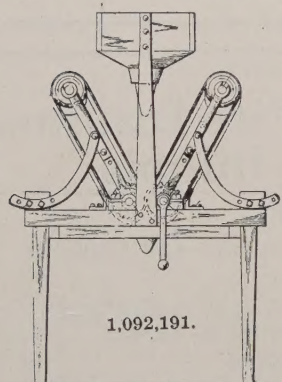
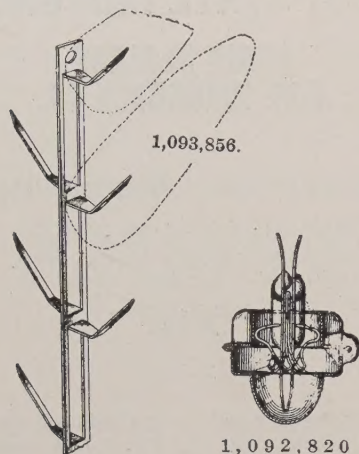
Grain Dealers National Mutual Fire Ins. Co.,  
Indianapolis, Ind.

Send information to the Mutual Fire  
Prevention Bureau, Oxford, Mich.



## Patents Granted

Seal. No. 1,092,820. (See cut.) Edward J. Brooks, East Orange, N. J. The bulb-shaped seal part has an inlet hole in its top, thru which protrude the shackle ends having a withdrawal resisting catch portion at each end.



Seed Corn Hanger. No. 1,093,856. (See cut.) Geo. M. Hurr, Peoria, Ill., assignor to Wallace D. Glidden, Kewanee, Ill. The hanger comprises a metal bar with integral impaling prongs connected thereto in a common plane at substantially right angles to the plane of the bar, the base of each prong having a width greater than half the width of the bar.

Seed Cleaner. No. 1,092,191. (See cut.) Geo. Webster, Ft. Dodge, Ia. Two belts are arranged at an inclination and contact at their lower ends, the supporting frame of each belt being mounted on a bracket so that the inclination of the belt may be varied. The mixture of seeds to be cleaned or separated is fed down from the hopper into the trough formed by the pair of belts, the separation being effected thru the tendency of certain seeds to roll down an inclined surface.

INVESTIGATION of the grain and cotton exchanges is provided for in the resolution introduced Apr. 21 by Representative Henry of Texas. The committee to investigate will be composed of 5 senators and 5 representatives and will have power to summon witnesses. Evidence bearing on the charges made by Representative Manahan that the Chicago Board of Trade and Minneapolis Chamber of Commerce are unlawful monopolies, and that public warehousemen deal in grain will be considered.

## Lawmakers Unfair to Middlemen.

[From address by D. G. James of Richland Center, Wis.]

Governor McGovern of Wisconsin says that the farmer is not able to find a fair market for the sale of his produce or the purchase of his supplies. On the contrary, wherever the farmer brings his stuff in any quantities, there he will find a market. Take Sturgeon Bay. Mr. Hatch went there, made a study of the situation and found the climate and soil suitable for cherry-raising. He established a nursery and sold trees to his neighbors. The people were frightened for fear that cherries would be a glut on the market. He told them that he would make a market. The result was that Sturgeon Bay has become the biggest cherry market in the world. Buyers flock there by the dozens. The farmers are rich.

Mr. Hatch did the same thing for Richland County in connection with the raising of apples. Richland County has become a good apple market. He has done more for the State of Wisconsin than all of the investigating commissions that the Governor can appoint in a lifetime; and it has not cost the taxpayers one cent.

The Governor further states that stock buyers are getting rich off the farmers. Count up the stock buyers you know who have become wealthy; then look at the cities that are filling with retired farmers.

The middlemen who keep track of their business find that it costs from 15% to 18% to do business. The records show that money raised by the state for public use costs 35% before it reaches the place for which it is intended.

The market bill which Governor McGovern is advocating creates a commission, each member of which receives \$5,000 per year. The Commission would have power to employ all the help it desires and to fix the salaries. It could build warehouses. It could compel a merchant to open his books to its representatives and in this way find out who his customers are, where he purchases his supplies, and what prices he pays. Manufacturers are also compelled to sell to the commission at the same prices as they ask others. If a merchant or manufacturer refuses to turn over his books to the Commission's representatives, he is liable to fine and imprisonment. The bill carries an appropriation of \$75,000 as a starter. Could the middleman exist under this law, by which the state pays the running expenses of a competitor?

No farmer or consumer has asked for this bill or is promoting its passage. The farmer is not kicking, except against the expense of the state government and its many commissions. Never before in the history of this country could a pound of farm produce purchase as much manufactured material as it can today.

Should the market bill become a law and its administration be placed in the hands of a commission devoid of principle and good sense, it will bankrupt every retail merchant in our small cities. Grass will grow in our streets; and we will all become producers—or government employees.

The fact still remains that a private corporation or an individual can carry on business for one-half what it costs the state.

WE FIND A GREAT many good ideas in the Grain Dealers Journal. It is worth more than the price of the paper.—R. L. Cole & Co., Krum, Tex.

## CROP IMPROVEMENT.

THE KANSAS AGRICULTURAL COLLEGE, Manhattan, Kan., will test seed corn and kafir corn for farmers free of charge.

THE OMAHA GRAIN EXCHANGE has mailed to elevator men in Nebraska, Iowa and South Dakota a better-seed-corn poster, to be hung where it can be read by the farmers.

A \$1,400 AUTOMOBILE will be given to the farmer exhibiting the best wheat at the Montana state fair this year. The wheat will also form a part of the state's exhibit at the Panama-Pacific Exposition.

MADISON COUNTY, NEB., maintains its county crop improvement ass'n without government funds. The expenses are all paid by farmers and business men of the county. Under these circumstances the county agent gives his time only to the members of the ass'n, as they are paying his salary.

ILLINOIS is striving to make its state-owned farms models of agricultural efficiency. The State Board of Administration on Mar. 25 wrote to the managers of the eighteen farms operated in connection with the state institutions, urging them to adopt improved cultural methods so as to obtain increased yields.

THE ROCK ISLAND LINES are warning farmers that good seed is scarce in southern Nebraska, Kansas, Missouri, Oklahoma and northern Texas. Last year's corn in Kansas and Missouri is generally unsafe to plant. Milo and kafir seed is also very short. H. M. Cottrell, agricultural commissioner, is urging farmers and business men to search for good seed in their own county in order to plant only home-grown seed, if possible.

COLUMBUS, O.—Tests of seed corn here show a low percentage of germination, 50 to 60% being about the average. As these tests have been made with a number of varieties taken from various localities, the conclusion is accepted that very little corn grown in this vicinity last year will be replanted by cautious farmers. Weather conditions which started germination last fall before the corn was harvested are responsible. Seed growers state that a heavy buying movement has set in, which bids fair to exhaust stocks before the planting season is over.—C. C. J.

I FIND a great deal of information in the Grain Dealers Journal.—H. Westerman, Kensington, Kan.

## Books Received

ALFALFA IN KANSAS is a guide to growers of this valuable grass, issued as Bulletin No. 197 by the Kansas Agricultural Exp. Sta., Manhattan, Kan.

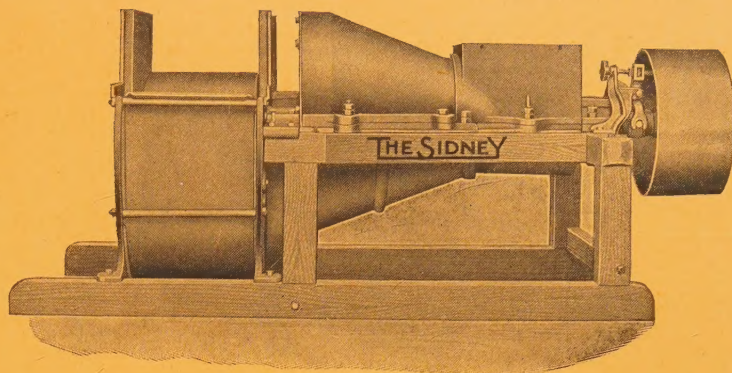
STATISTICAL ANNUAL of the Market Record for 1913, as usual, is replete with information of interest to grain handlers, giving the daily carlot receipts, daily opening, high, low and close on the active futures, weekly receipts, monthly inspection by grades, crop yields, world's statistics and the official rules for grading grain. Paper, 154 pages. Published by Daily Market Record, Minneapolis, Minn. Price, \$1.

HOW TO WRITE LETTERS THAT WIN tells vividly, clearly and specifically how to write every type of a winning business letter, how to bring back actual orders by mail, showing specifically how to answer the actual everyday correspondence as received, by reproducing the letters, circulars and follow-ups that have sold goods, collected accounts, increased trade and prestige. Minutely illustrated, 128 pages, 5x7½ ins., bound in vellum. Published by A. W. Shaw Co., Chicago. Price, \$1.



## The Sidney Line OF Grain Machinery

Corn Sheller and  
Elevator Boot  
Combined



**A Proven Success—every user will cheerfully recommend same.**

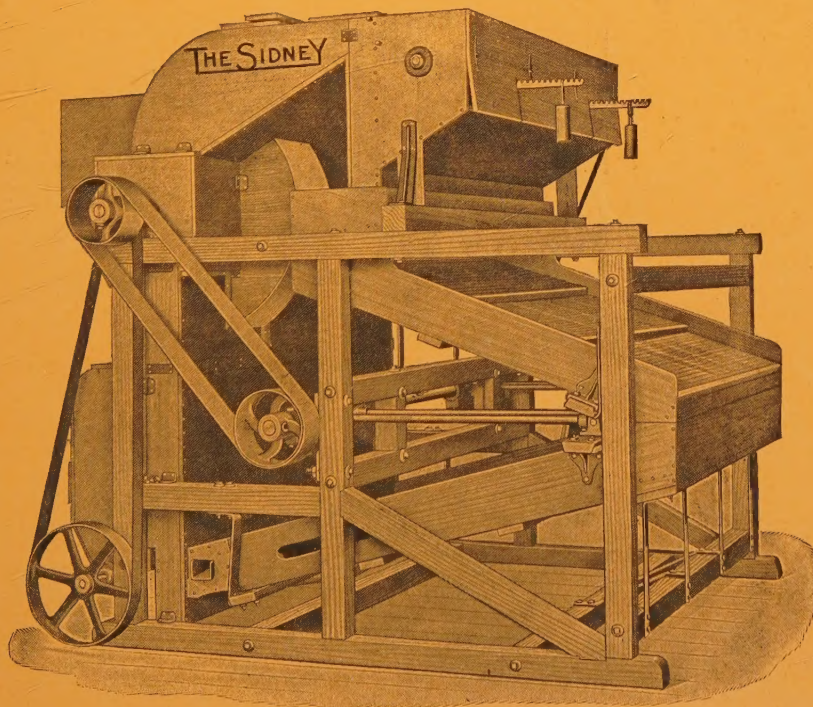
North Grove, Ind., April 11, 1914.

Gentlemen:—We wish to recommend your Combined Boot and Sheller to the grain trade, as the best we have ever used. Because we have fed this sheller to capacity on damp corn, and it never choked at the hopper or boot.

The buckets on elevator were filled uniform. We could adjust the sheller while running. Takes less power. No need of a pit; is easier to install and needs no bracing; is a money saver as to first cost.

Yours truly, The Garrison Grain Co.

## The Sidney Double Shoe Grain Cleaner Has no equal



Jackson Center, Ohio.

Gentlemen:—

The oats screens received and work fine for cleaning oats for seed, and as a corn and wheat cleaner I really believe your Double Shoe Corn and Grain Cleaner cannot be equalled. Cleveland Grain Company of Cleveland, Ohio, F. Baughman of the Buckeye Grain & Milling Company of Columbus, have given my corn high honors for cleanliness.

Yours truly,  
K. Threlkeld.

Let us talk to you in regards to your requirements for your Elevator.

## The Philip Smith Mfg. Co.

Warerom: Enterprise, Kans.

SIDNEY, OHIO





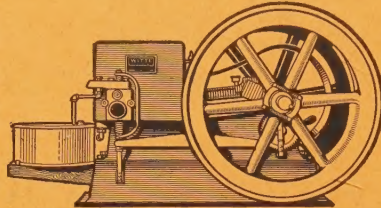
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I unqualifiedly guarantee every WITTE engine for five years against defects, and consequent faulty operation. I carry the risk, as I have done for my thousands of customers during 27 years.

Ed. H. Witte.



## WITTE Engines

### Kerosene, Gasoline, Distillate, Gas

All styles 2½ to 22 H. P. Used and recommended by elevator, mill, and factory men all over the earth. All my life I have been a shop man, making my own engines. I sell only what I make. That is why, for 27 years, WITTE engines have always made good.

### Look at These Prices!

6 H-P - \$99.35  
8 H-P - 139.65  
12 H-P - 219.90  
16 H-P - 298.80

Other sizes proportionately low. WRITE FOR MY FREE BOOK, and all about my New Liberal Offer BEFORE you arrange to try any engine. I save you money, besides giving you the easiest chance to get the best engine service. Write me to show you.

ED. H. WITTE, Witte Iron Works Co.  
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The ELLIS DRIER is supreme in its position as "THE DRIER OF THE CENTURY" because we have concerned ourselves with the idea of perfection rather than quantity production.

The following characteristics tell the story:

Double Pressure Air Application      Return Air System  
Woven Wire Cloth Construction  
Continuous Feed      Thin Grain Layers

Add to the above the fact that the new type ELLIS DRIER is perfectly self cleaning and the power required to operate the fan reduced 50 per cent and you have convincing evidence of superiority.

Grain  
Driers

THE ELLIS DRIER CO.  
Postal Telegraph Bldg.  
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Oat  
Bleachers

## Shippers' Record Book

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 carloads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Order Form 20. Price \$1.75

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La Salle Street CHICAGO, ILL.

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## A DUST EXPLOSION

in the Southern Pacific elevator at Galveston, Texas, emphasizes the sanity of the slogan—safety first.

Recent installations of the DAY dust collecting systems are:

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